NOVEMBER 1987 FOUNDED IN 1924 PRICE £1

MOTOR SPORT

The Authoritative Voice of The Sport



DRIVING THE LE MANS STUTZ

Stuck's PDK Porsche Track Test

Hong Kong-Peking Rally

Audi 90 quattro

Shell Oils

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If you used an ordinary multigrade oil at your last service, the chances are it was perfectly adequate · At the time. However, the very act of protecting your engine, wears out your oil · Gradually it breaks down under the pressure · And slips out of grade. Until after only a few thousand miles, what started life as an SAE 15W40 may well have slipped as low as SAE 15W30 · Considering there's as much as 12,000 miles between oil changes these days, that's not particularly good news for your engine · And the more you drive, the more your oil slips out of grade · The more your oil slips out of grade, the less it protects your engine. The less it protects your engine.





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GEMIN

MOTOR SPORT

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FRONT COVER
In 1929 the Stutz company of Indianapolis built three special supercharged cars for its challenge to the Bentleys at Le Mans, and after the race one of them was tested in MOTOR SPORT. After years of dereliction in Essex, that same car has resurfaced, and now, fifty-seven years later, this historic machine is once more in a condition to be road-tested in these pages. Le Mans Stutz, page 1150.

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Bred in Indianapolis, prepared in Paris, and raced at Le Mans; such is the story of the car GC has been driving.

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MATTERS OF MOMENT

The year must not pass without a memorial to the once-proud name of Austin, to which the Rover Group has given the chop.

The Austin from Birmingham was, for so many years, such a dependable, respected and investment-worthy British make, the personification of middle-class motoring in this country. Along the years car-owners innumerable, the proprietor and the editor of this magazine included, have used Austins.

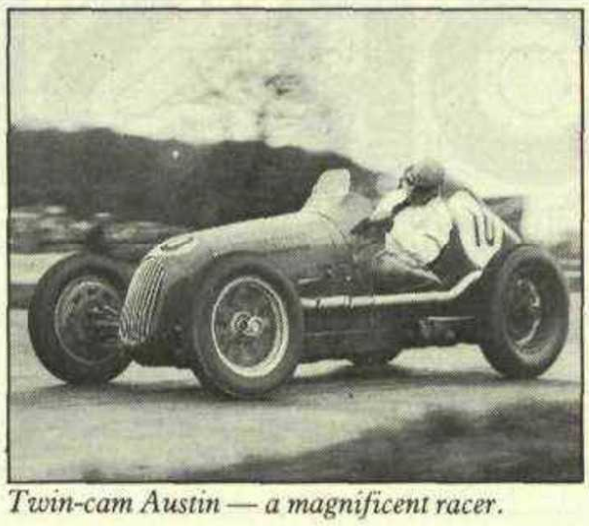
Now, presumably due to the influence of market research, that pernicious disease which tells manufacturers what to make, publishers what to publish, you and I what to eat, drink and wear, this once great name has been pronounced "down-market", ready to be dropped!

You may dismiss sentiment over this bereavement as just sloppy nostalgia, if you are one of those people who do not care that all Rovers, fine though they may be, are really Rovondas . . . but isn't it odd that Rover Group saw fit to stage "Eighty Years of Austin" last year, yet has now arrived at no-name Montegos, soon to be followed by no-name Maestros?

Market research may sneeringly affirm that pedigrees are for horses, not cars. Yet make-loyalty has sold many cars and will sell many more — and Austin customers were as loyal as any.

Why should this concern MOTOR SPORT? Well, Austin, along with Napier, was the first British company to build cars for the pre-WW1 French Grand Prix; in 1908, a team of three was entered for Dario Resta, Warwick-Wright and Moore-Brabazon, with a spare car, and Resta's Austin ran the 477-mile distance. Austin did well in pre-WW1 Austrian and Russian trials, and at Brooklands "Pobble" and the well-streamlined "Pearley III" won races.

After Sir Herbert Austin's now-immortal 7hp baby was born in 1922 it was immediately raced, in Italy and France as well as in Britain. So was the Austin Twenty (even the staid 12/4, if you delve deep into Brooklands' history) which appeared in sports form. This was sound publicity for Austin, which ensured good sales for all the Longbridge models from Seven to Twenty — long-lived cars which as 20/4, 20/6 and 18/6 faithfully ended their days, thirty or more years later, as taxis in country towns and villages



Twin-cam Austin — a magnificent racer.

What's In A Name?

Sir Herbert never flinched from entering his side-valve cars against the new ohc MGs, and it was his enthusiasm for motor racing which produced those magnificent miniature Grand Prix Austins, in the form of Murray Jamieson's single-seaters with highly-supercharged 744cc twin-cam engines. Designed to run safely to 12,000 rpm, and produce some 116 bhp at 8500 rpm, one of these (symbolically!) won the 1938 British Empire Trophy Race at Donington Park, driven by Charlie Dodson.

Austin even built works trials A7s, and after the war the A40 and A90 took many records at Indianapolis.

When Sir Alec Issigonis came out with his brilliant Mini Minor in 1959, some of us liked it better as the new Austin 7 than as the Morris Mini-Minor — though both were virtually identical. Names *matter*, and the Rover Group may live to regret the day it dropped such an illustrious one as Austin.

"The Ton"

Captain Mark Phillips and lesser-known drivers have been in the news recently for exceeding 100 mph, the once-magic "ton", and being fined and/or disqualified accordingly.

To those old enough to remember when there were no speed-limits and it was legitimate to try to reach "the ton" in a suitable car on narrow country roads, the present fuss over this pace being slightly exceeded on wide, one-direction motorways may seem a trifle droll. Especially if they hold the view that whether such a pace is dangerous or not depends on many factors, such as the type of car, the density of traffic, the weather and the experience of the driver.

When the writer first had 100 mph demonstrated to him in a 36/220hp Mercedes-Benz along the Barnet Bypass before the war, no-one questioned whether this was dangerous or criminal.

In spite of enormous improvements in braking and road-holding and in roads themselves, and the sensible use one is allowed to make of motorways in Germany, droll is perhaps the word which best expresses the way in which "the ton" and even speeds well below it are regarded in the 1980s!

Club News

Philip Young is striving to organise a rally marathon next year which will rival the *Daily Express* London-Sydney Rally of 20 years ago. It is to be open solely or mainly for Classic cars built before 1968, and details are available from him at 1 Whitehall Place, London SW1.

In order to celebrate the third anniversary of the founding of the Jaguar Enthusiasts Club, its London Region is holding an E-Type and Mk II forum on Friday November 20. Admission costs £2 for non-members, and the meeting commences at 7.30pm in The Target public house, 256 Church Road, Northolt, Middlesex. For further details phone Keith Trotter on 01-473 3627.

Cooper Car Club is now being organised on a worldwide basis, with 360 on its mailing list. Owners and enthusiasts are welcome to join, by writing to David T Cooper at 14 Biscayne Drive, Ramsey, New Jersey, 07446 USA.

Club Lotus hopes to get 22,000 names on its International Model Register, and invites non-members to supply details of their cars to PO Box 8, Dereham, Norfolk NR19 1TF. All names and addresses on the list are confidential, but owners are notified by the Club of any enquiries it receives concerning them or their cars.

With the full support of the Formula One team itself, a Benetton Supporters Club has been founded. For information contact Matthew Marsh, 2 Aldenham Avenue, Radlett, Hertfordshire WD7 8HJ.

Many of the world's most famous motoring artists are showing their work at an art exhibition targeted exclusively at Ferrari enthusiasts. This will be held at Nathan's Studio, College Farm, High Street, Pulloxhill, Bedfordshire, from November 7 to December 12, and will be open between 10.30am and 6pm, from Tuesday to Saturday each week.

Formed in 1986, the Guild of Motoring Artists now has some 30 members. Its secretary is Mrs Enid Norbury, 37 North Road, Hertford SG14 1LN.

MOTOR SPORT

After two years at the same price, we are reluctantly compelled to bow to increasing production costs and raise the cover price of MOTOR SPORT by 20p to £1.20. This increase will take effect from the December issue.

MOTOR SPORT remains the best value quality motoring magazine, and the only one to cover a spectrum of racing old and new, rallies, high-performance cars and Vintage and Classic features.

Rothmans

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REAL KING SIZE FLAVOUR

THE BEST TOBACCO MONEY CAN BUY

MIDDLE TAR As defined by H.M. Government

Warning: SMOKING CAN CAUSE HEART DISEASE

Health Departments' Chief Medical Officers

Tragedy in the Ivory Coast

Soon after 1am on September 23, rallying lost two of its stalwarts when the Cessna 340 aircraft chartered by Toyota Team Europe for use as a radio relay station during the Ivory Coast Rally crashed into dense tropical forest about a minute after take off from Yamoussoukro Airport.

On board were the two pilots and two Toyota staff, Henry Liddon and Nigel Harris. All were killed instantly when the aircraft exploded in flames on impact. The cause of the accident has not been established.

Henry Liddon, the team's manager, was engaged in his usual job of directing operations from the air by radio, whilst Nigel Harris, taken on by the team to navigate the smaller aircraft used in the daytime to warn drivers of obstructions, had asked to accompany Henry to see how the job was done.

For the past ten years Henry has been associated with Toyota, firstly as Ove Andersson's co-driver and then as his organisational right-hand-man when TTE was established. But most of his rallying exploits have been in the co-driver's seat, alongside a number of the world's leading drivers, including Hopkirk, Aaltonen, Mäkinen, Fall, Nicolas and Andersson, in cars as varied as BMC Minis, big Healeys, Fords, Peugeots and Lancias.

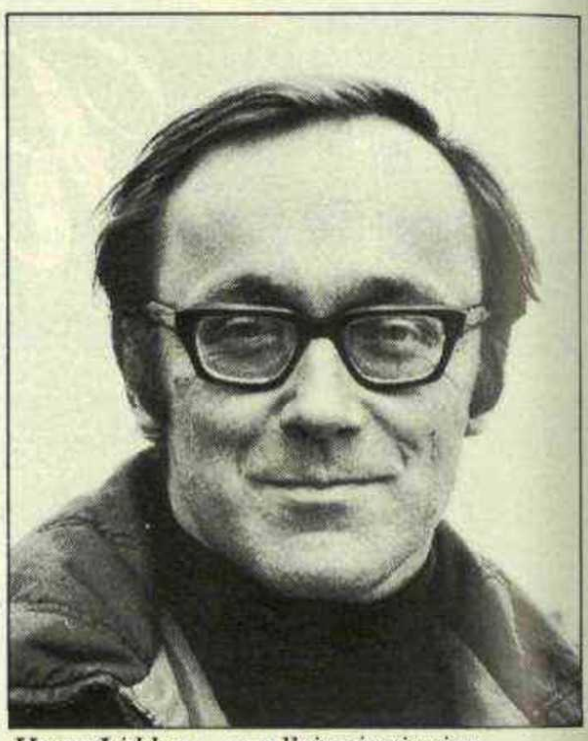
His successes are so numerous that we cannot possibly list them, but they do include a hat-trick of RAC Rally wins, and memorable victories on the Monte Carlo Rally, the Circuit of Ireland, the Thousand Lakes, the Austrian Alpine, the Tulip and the Bandama, forerunner of the rally on which he was so tragically killed.

In rallying circles, Henry was an institution; studious in appearance, sharp of wit, an avid reader of British newspapers wherever he could get them around the world and generally enthusiastic. Indeed he rarely had a bad word to say about anything.

By comparison, Nigel Harris was a beginner, but he had most certainly made his mark on British rallying by accompanying Malcolm Wilson to a whole string of major victories.

Overseas his forays had been few, but he had plans to increase his foreign participation. He had already finished tenth in the Thousand Lakes with Malcolm Wilson, and fourth in the Sanremo Rally (annulled later for homologation reasons).

We offer our sincere sympathies to the families and countless friends of two fine sportsmen who will be greatly missed.



Henry Liddon — a rallying institution.

Donington's GT40 Parade



A rare gathering of GT40s and variants was assembled at the recent Donington Classic meeting. Seven cars were present, including Ford's own Mk III, Martin Colvill's Mk II, Rod Leach's newly-reconstructed Mk IV, two Mk Is, and an open and a closed example of the Mk V currently being built by Safir Engineering. Only a Mirage was missing, but organiser Alan Feldman hopes to tempt other rare sports-racers out of their garages and museums next year (Photo - John S Allen).

NOVEMBER FIXTURES

C — Closed. CI — Closed Invitational. R — Restricted. N — National. INT — International.

Date	*Organiser*	*Venue*	*Event*	*Type*
Oct 29-31	**Association du Rally du Valais**	**Switzerland**	**Rally du Valais (ERC)**	**INT**
Oct 30-Nov 1	**Racal Clube**	**Algarve, Portugal**	**Rally Algarve (ERC)**	**INT**
Oct 31	750 MC	Silverstone, Towcester, Northants	Race Meeting	R
Oct 31	SRC	Snetterton, Norwich, Norfolk	Race Meeting	R
Nov 1	**BRSCC**	**Brands Hatch, Dartford, Kent**	**Formula Ford Festival and World Cup**	**INT**
Nov 1	**Suzuka Motor Sports Club**	**Suzuka, Japan**	**Japanese Grand Prix**	**INT**
Nov 1	750 MC	Snetterton, Norwich, Norfolk	Race Meeting	R
Nov 1	**RACMSA**	**Serpentine Road, Hyde Park, London**	**London-Brighton Vintage and Veteran Car Run**	**INT**
Nov 8-11	**ASA d'Antibes**	**Port Vauban, Antibes, France**	**Rally d'Antibes (ERC)**	**INT**
Nov 15	SDMC	Brands Hatch, Dartford, Kent	Race Meeting	R
Nov 15	**CAM**	**Adelaide, Australia**	**Australian Grand Prix**	**INT**
Nov 15	**Victory CC**	**Fuji, Japan**	**World Touring Car Championship**	**INT**
Nov 22	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Nov 22-26	**RACMSA**	**Chester**	**Lombard RAC Rally (WRC)**	**INT**
Nov 28	**Commissao Organizadora GP**	**Macau**	**Macau Grand Prix (F3)**	**INT**
Nov 28-29	**ASAC du Var**	**France**	**Rally du Var (ERC)**	**INT**
Nov 29	BHRC	Brands Hatch, Dartford, Kent	Race Meeting	R
Dec 5-6	**RACMSA**	**Brands Hatch, Dartford, Kent**	**British Rallycross Grand Prix**	**INT**

Modena crowned F3000 Champion

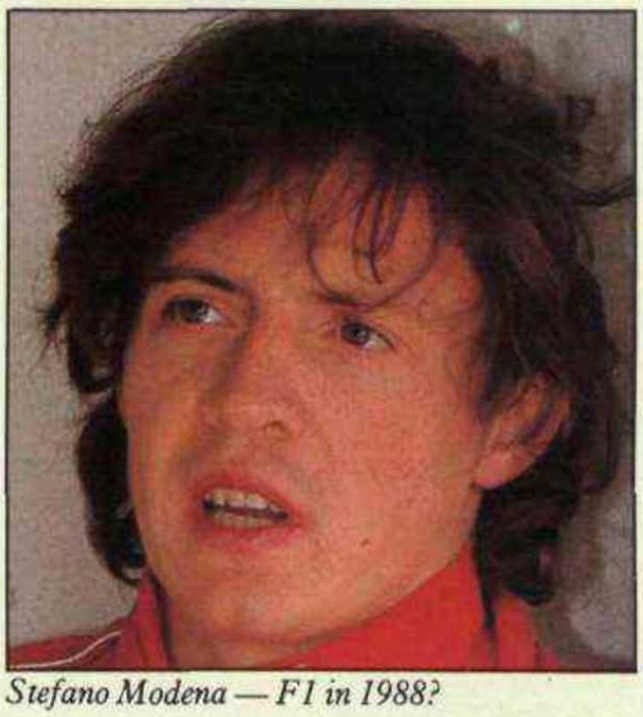
Stefano Modena, the 24-year-old Italian who stamped his authority so clearly on the Birmingham Superprix at the end of August, was confirmed as this year's International Formula 3000 Champion at the final round of the eleven-race series in Spain on October 11.

His title looked secure following his third victory of the season at Imola just two weeks after Birmingham, but Spaniard Luis Sala's triumph at the Le Mans Bugatti circuit in the penultimate round kept him within reach of Modena's points tally.

Both title contenders were caught out by rain in qualifying for the deciding event at Jarama, and started well down the grid. When Sala's Lola, which needed to win to have any chance of overhauling Modena, pitted to swap "wets" for slick tyres on the warm-up lap and was forced to start from the pit-lane, chances of a racelong showdown evaporated. Sala finished fifth, one place ahead of Modena, but it was not enough.

The race went to Frenchman Yannick Dalmas, a week before he joined the Larrousse-Calmels Lola team for the Mexican Grand Prix. Andy Wallace had led comfortably in the early laps after shrewdly opting for slicks despite adverse weather forecasts, but spun after Dalmas passed him — at one stage there had been four Britons in the top six, a sign of this country's growing strength in F3000.

Littlehampton-based Onyx Race Engineering, the works March team which has run Modena all season, is now contemplating a move into Formula One for 1988. Its newly-crowned F3000 Champion is understandly the hot tip to drive such a car.



Stefano Modena — F1 in 1988?

Patrese confirmed at Williams

As expected, Frank Williams announced before the Spanish Grand Prix that the most experienced driver in Formula One has been signed to replace Nelson Piquet next season.

Riccardo Patrese, who was contesting his 157th Grand Prix at Jerez, has been in F1 for more than ten years, and has driven previously for Arrows, Brabham and Alfa Romeo. He will partner Nigel Mansell in Williams' normally-aspirated Judd V8-powered chassis in 1988.

Patrese, aged 33, has two GP victories to his name from his earlier spell at Brabham in 1982-83.

Esprit Evolution

Lotus has launched a new body for its mid-engined Esprit Turbo (215 bhp) and Series 4 Esprit (172 bhp) at Motorfair 87.

Although it has reminders of the previous Giugiaro design which appeared in 1975, there are few interchangeable components with the latest Lotus in-house body.

It features stips of Kevlar reinforcement and a styling differentiation between the Turbo's "glassed-in" engine bay area and the Ferrari-fashion "flying buttress" appearance of the less popular non-turbo model. Significant drops in wind noise and sharp gains in body strength are reported.

Mechancial changes are comparatively few, but Renault now supplies the five-speed transaxle.

Performance for the carburettered 2174cc models is claimed to be similar to that of the previous versions (138 mph for the S4, 152 mph for the Turbo) with 0-60 mph reported in less than 5.5 secs for the latter.

FISA axes WTC after one year

Having been in existence for just one year, the World Touring Car Championship is to be discontinued in 1988, it was announced at FISA's Executive Meeting in Paris last month.

Against the wishes of the teams currently competing, the series will revert to a European format, though a four-race Pan-Pacific mini-series will be organised towards the end of the year.

A "silhouette" formula is to be introduced in 1989 for the planned Production Car World Championship, and the future of Group A touring car racing is uncertain beyond that point.

BW's 5 Series

Barrie Williams has emerged the winner of the generously-sponsored Renault 5 Elf Turbo Cup.

After taking the Philips Pole Premium award, Williams won in the rain at Oulton Park at 73.78 mph, from Philips and McGovern.

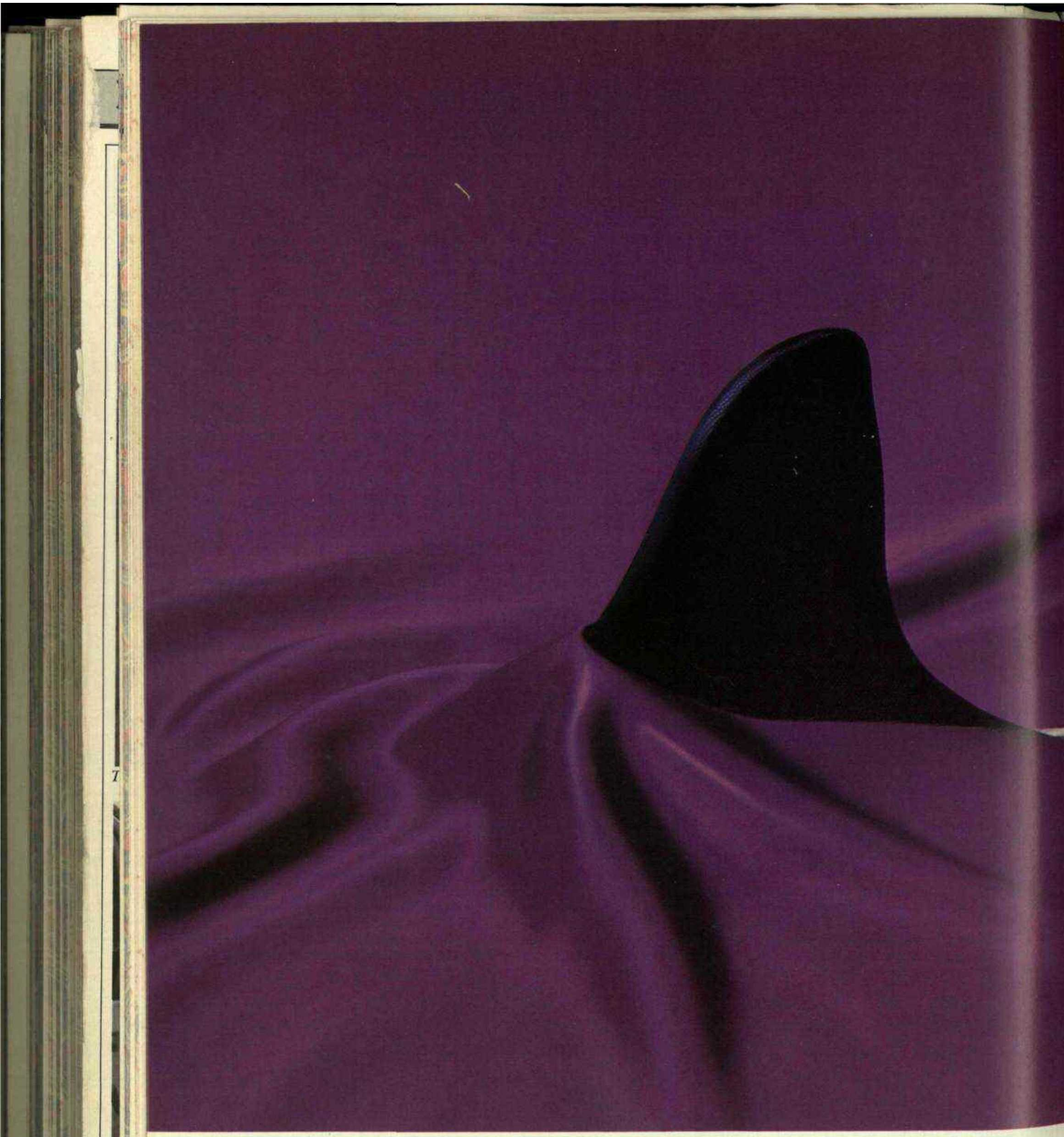
Cox failed to start after overturning his Renault in avoiding the spinning Moss (no relation!) in practice, but only two retired from the field of thirty. Kay won the £180 Michelin Flying Colours Award for finishing fourth from a seventeenth-place start, and Gibson the £220 Michelin Award for best turned-out Turbo.

The Championship was settled before the final round at Estoril, when "Whizzo" Williams added to his 27-point lead over Gibson by finishing third at Donington Park on September 20.

Subscriptions

We should like to apologise to a number of subscribers whose copies of MOTOR SPORT have been delayed recently. The problem has been overcome, and all our customers should now be receiving their issues on time.





LOW TAR As defined by H.M. Government Warning: SMOKING CA

N CAUSE HEART DISEASE Health Departments' Chief Medical Officers

FORMULA ONE

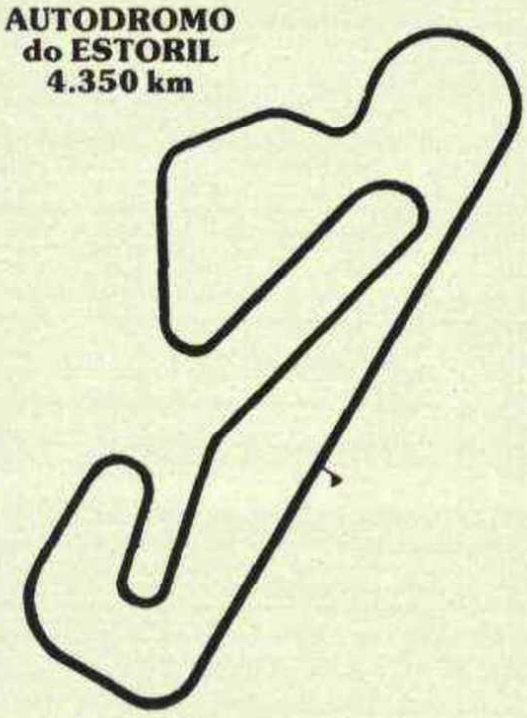
RACE DETAILS

		Fastest Lap
1 **Prost**	5th lap 1; tyre vibrations; held 3th place; tyre stop lap 32; chase of leader; took lead when leader spun; **won** 28th victory	1.19.509 (65)
2 **Johansson**	9th lap 1; passed by Fabi lap 5; moved to 7th; tyre stop lap 23; lapped lap 53; **finished** steady 5th, one lap behind	1.22.807 (45)
3 **Palmer**	Started from pit-lane due to electrical trouble on grid; 23rd lap 1; lapped lap 17; **finished** 10th and missed class win by 0.2 secs	1.24.652 (64)
4 **Streiff**	20th lap 1; passed by Ghinzani and Caffi; lapped lap 19; spun lap 30; passed by Palmer lap 48; **finished** 12th after non-stop run	1.25.003 (51)
5 **Mansell**	Led lap 1; passed by Berger on straight lap 2; firm 2nd until engine cut out lap 13 and died lap 14; **retired;** raced "active ride" car	1.22.834 (12)
6 **Piquet**	4th lap 1; passed Senna; inherited 2nd lap 14; tyre stop lap 31; resumed 5th; **finished** 3rd; loss of downforce in "active ride" car	1.21.191 (41)
7 **Patrese**	8th lap 1; dropped back and **retired** lap 14, engine failure	1.24.433 (12)
8 **de Cesaris**	11th lap 1; passed by Fabi lap 3; passed by Warwick lap 11; moved to 6th due to retirements; **retired** lap 55, broken injection pipe	1.22.504 (52)
9 **Brundle**	Hit by Nakajima on first corner; car damaged; took T-car for second start; 15th lap 1; lapped lap 25; **retired** lap 36, gearbox trouble	1.25.760 (28)
10 **Danner**	Eliminated in first corner accident of first start; no spare car; **did not restart**	—
11 **Nakajima**	16th lap 1; *consistent and non-stop race;* lapped lap 22; **finished** 8th	1.23.828 (63)
12 **Senna**	3rd lap 1; electrical trouble started lap11; pits lap 15 for repairs; rejoined 22nd; drove very hard to climb back; **finished** 7th	1.20.217 (62)
14 **Fabre**	**Did not qualify**	—
16 **Capelli**	*19th lap 1; passed Alliot lap 15; led non-turbo class, challenged strongly by Palmer;* **finished** *9th and won class by 0.2 secs!*	1.25.012 (64)
17 **Warwick**	Spun to avoid Alboreto at first corner; 13th on restart lap 1; passed Cheever lap 22; spun lap 23; lost 4½ minutes; **finished** 13th	1.23.259 (55)
18 **Cheever**	Car damaged in first corner accident; T-car for restart; 10th lap 1; ran mid-field, tyre stop lap 42; **finished** 6th, two laps down	1.22.682 (53)
19 **Fabi**	Started first race from pit-lane in T-car; *switched to own car for second start; 12th lap 1;* **finished** *4th; engine stopped last-lap*	1.21.821 (45)
20 **Boutsen**	7th lap 1; 5th lap 14; passed by Fabi lap 22 as gearbox played up; pits lap 23, plugs and electrics; rejoining last; **finished** 14th	1.21.535 (50)
21 **Caffi**	22nd lap 1; moved to 15th lap 25; **retired** lap 28, turbocharger failure	1.26.811 (23)
22 **Forini**	24th lap 1; lapped lap 12; ran at back of field; **retired** lap 33, wheel bearing failure	1.29.223 (20)
23 **Campos**	25th and last lap 1; ran in last place; **retired** lap 25, spun off track; raced T-car after damaging own car in first start accident	1.26.892 (8)
24 **Nannini**	14th lap 1; kept well up in mid-field; not lapped until lap 40; **retired** lap 67, fuel line blockage; classified 11th	1.24.626 (48)
25 **Arnoux**	Race-car destroyed in first corner crash; took T-car for second start; 18th lap 1; moved up to 12th; **retired** lap 30, hole in radiator	1.26.131 (21)
26 **Ghinzani**	21st lap 1; passed Streiff, lapped lap 18; **retired** lap 25, engine running badly due to faulty voltage regulator	1.26.811 (20)
27 **Alboreto**	Collided with Piquet first corner; T-car for restart; 6th lap 1; passed Prost; led laps 34-35; tyre stop lap 37; **retired** lap 39, gearbox	1.22.989 (33)
28 **Berger**	2nd lap 1; led laps 2-33; tyre stop lap 34; regained lead lap 36; spun lap 68; **finished** fighting second with lap record	1.19.282 (66)
30 **Alliot**	Used T-car for second start; 17th lap 1; led class until lap 14; passed by Capelli; lapped lap 19; **retired** lap 32, electrical fault	1.27.020 (22)

QUALIFYING TIMES

		Friday	Saturday	Pos
Prost	McLaren	1.18.404	1.17.994	3
Johansson	McLaren	1.20.134	1.20.227	8
Palmer	Tyrrell	1.24.392	1.24.217	24
Streiff	Tyrrell	1.23.810	1.24.436	21
Mansell	Williams	*1.17.951*	1.18.235	2
Piquet	Williams	1.18.164	no time	4
Patrese	Brabham	1.21.506	1.19.965	7
de Cesaris	Brabham	1.22.060	1.21.725	13
Brundle	Zakspeed	1.22.400	1.22.794	17
Danner	Zakspeed	1.22.424	1.22.358	16
Nakajima	Lotus	1.22.222	no practice	15
Senna	Lotus	1.18.382	1.18.354	5
Fabre	AGS	1.28.756	1.26.946	DNQ
Capelli	March	1.24.533	1.23.905	22
Warwick	Arrows	1.21.397	1.21.587	12
Cheever	Arrows	1.21.324	1.21.207	11
Fabi	Benetton	1.20.483	1.20.548	10
Boutsen	Benetton	1.20.305	1.20.558	9
Caffi	Osella	1.24.792	1.25.232	25
Forini	Osella	1.27.219	1.26.635	26
Campos	Minardi	1.24.822	1.23.591	20
Nannini	Minardi	1.21.784	1.22.128	14
Arnoux	Ligier	1.23.637	1.23.237	18
Ghinzani	Ligier	1.24.105	1.24.979	23
Alboreto	Ferrari	1.20.069	1.18.540	6
Berger	Ferrari	1.18.448	*1.17.620*	Pole
Alliot	Lola	1.24.181	1.23.580	19

AUTODROMO do ESTORIL 4.350 km



STARTING GRID

5 **N. Mansell** (Williams-Honda V6) 1 min 17.951 secs

6 **N. Piquet** (Williams-Honda V6) 1 min 18.164 secs

27 **M. Alboreto** (Ferrari V6) (T) 1 min 18.540 secs

2 **S. Johansson** (McLaren-Porsche V6) 1 min 20.134 secs

19 **T. Fabi** (Benetton-Ford V6) 1 min 20.483 secs

17 **D. Warwick** (Arrows-BMW 4 cyl) 1 min 21.397 secs

24 **A. Nannini** (Minardi-Moderni V6) 1 min 21.784 secs

10* **C. Danner** (Zakspeed 4cyl) 1 min 22.358 secs

25 **R. Arnoux** (Ligier-BMW 4 cyl) (T) 1 min 23.237 secs

23 **A. Campos** (Minardi-Moderni V6) (T) 1 min 23.591 secs

16 **I. Capelli** (March-Cosworth V8) 1 min 23.905 secs

3‡ **J. Palmer** (Tyrrell-Cosworth V8) 1 min 24.217 secs

22 **F. Forini** (Osella-Alfa Romeo V8) 1 min 26.635 secs

28 **G. Berger** (Ferrari V6) 1 min 17.620 secs

1 **A. Prost** (McLaren-Porsche V6) 1 min 17.994 secs

12 **A. Senna** (Lotus-Honda V6) 1 min 18.354 secs

7 **R. Patrese** (Brabham-BMW 4 cyl) 1 min 19.965 secs

20 **T. Boutsen** (Benetton-Ford V6) 1 min 20.305 secs

18 **E. Cheever** (Arrows-BMW 4 cyl) (T) 1 min 21.207 secs

8 **A. de Cesaris** (Brabham-BMW 4 cyl) 1 min 21.725 secs

11 **S. Nakajima** (Lotus-Honda V6) 1 min 22.222 secs

9 **M. Brundle** (Zakspeed 4 cyl) (T) 1 min 22.400 secs

30 **P. Alliot** (Lola-Cosworth V8) (T) 1 min 23.580 secs

4 **P. Streiff** (Tyrrell-Cosworth V8) 1 min 23.810 secs

26 **P. Ghinzani** (Ligier-BMW 4 cyl) 1 min 24.105 secs

21 **A. Caffi** (Osella-Alfa Romeo V8) 1 min 24.792 secs

*eliminated in first start.
‡started from pit lane.
(T) spare car used for restart.

RESULTS

Portuguese Grand Prix, Estoril, September 20
70 laps of 4.35km circuit (304.500km/189.207 miles)

Pos	Driver	Car/Engine	Time
1st:	Alain Prost	McLaren MP4/3-Porsche V6t/c	1h 37m 03.906s
2nd:	Gerhard Berger	Ferrari F187-Ferrari V6t/c	1h 37m 24.399s
3rd:	Nelson Piquet	Williams FW11B-Honda V6t/c	1h 38m 07.201s
4th:	Teo Fabi	Benetton B187-Ford V6t/c	(not running) 1 lap behind
5th:	Stefan Johansson	McLaren MP4/3-Porsche V6t/c	1 lap behind
6th:	Eddie Cheever	Arrows A10-BMW 4 cyl. t/c	2 laps behind
7th:	Ayrton Senna	Lotus 99T-Honda V6t/c	2 laps behind
8th:	Satoru Nakajima	Lotus 99T-Honda V6t/c	2 laps behind
9th:	Ivan Capelli	March 871-Cosworth V8-DFZ	3 laps behind
10th:	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	3 laps behind
11th:	Alessandro Nannini	Minardi M186-Moderni V6t/c	(not running) 4 laps behind
12th:	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	4 laps behind
13th:	Derek Warwick	Arrows A10-BMW 4 cyl. t/c	4 laps behind
14th:	Thierry Boutsen	Benetton B187-Ford V6t/c	6 laps behind
15th:	Andrea de Cesaris	Brabham BT56-BMW 4 cyl. t/c	retired on lap 55
16th:	Michele Alboreto	Ferrari F187-Ferrari V6t/c (T)	retired on lap 39
17th:	Martin Brundle	Zakspeed ZAK871-Zakspeed 4 cyl. t/c (T)	retired on lap 36
18th:	Franco Forini	Osella FA1H-Alfa Romeo V8t/c	retired on lap 33
19th:	Philippe Alliot	Lola LC87-Cosworth V8-DFZ (T)	retired on lap 32
20th:	René Arnoux	Ligier JS29C-BMW 4 cyl. t/c (T)	retired on lap 30
21st:	Alessandro Caffi	Osella FA1H-Alfa Romeo V8t/c	retired on lap 28
22nd:	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl. t/c	retired on lap 25
23rd:	Adrian Campos	Minardi M186-Moderni V6t/c (T)	retired on lap 25
24th:	Nigel Mansell	Williams FW11B-Honda V6t/c	retired on lap 14
25th:	Riccardo Patrese	Brabham BT56-BMW 4 cyl. t/c	retired on lap 14
26th:	Christian Danner	Zakspeed ZAK871-Zakspeed 4 cyl. t/c	eliminated at first start
27th:	Pascal Fabre	AGS JH22-Cosworth V8-DFZ	did not qualify

Fastest Lap: Gerhard Berger, 1 min 19.282 sec (197.523 kph) on lap 66. New record.
Winner's Average Speed: 188.224 kph. **Conditions:** Cloudy & Warm.



Alain Prost's ruthless pursuit of the leader during the second half of the Portuguese Grand Prix at Estoril netted him a record 28th victory . . .

Iberian Interlude

The European season of Formula One racing finished on a high note with two highly enjoyable races on the Iberian Peninsula. The Portuguese Grand Prix was held at the Estoril Autodromo on September 20 and the Spanish Grand Prix one week later, on September 27, at the Autodromo at Jerez de la Frontera, and both were full of interest and excitement.

Both circuits are man-made, carved out of virgin scrubland in recent years, and both provide entertaining venues for Formula One races, if not for Grand Prix races. By modern standards the Estoril circuit is medium-fast, with a lap record of 122.7 mph, while the Jerez circuit is slow, with a lap record of 108.5 mph.

Of the two, my preference is for the Portuguese circuit, which has a fast, slightly downhill straight past the pits, entered from a fast right-hander. In qualifying the front-runners were touching 208 mph before slamming on the brakes for a fast downhill right-hand sweep. In the centre of the Autodromo the course also runs downhill to a



. . . while Nigel Mansell dominated the Spanish Grand Prix from the front at Jerez a week later.

FORMULA ONE



As the Benetton-Ford team prepares to do battle in Portugal, Teo Fabi is strapped into his cramped cockpit.

double-left hand bend, where some pretty demon overtaking goes on, and after another straight followed by a tight, falling-away right-hand bend, the circuit climbs upwards again through some twists and turns back onto the top straight.

In contrast the Jerez Autodromo is virtually flat, rather mickey-mouse, and full of twists and turns, with the only real straight being past the pits, entered by a slow hairpin and ending on a slight up-gradient and a slow right-hand bend. If you view the circuit from the top of the control tower at the start/finish line it has the appearance of an over-size table-top slot-car track. You can see it at seven different points, each going in a different direction — very confusing!

However, at both venues the paddock, garages, pits and administration facilities are all well appointed and reasonably laid out, so few problems arise for those having to work there, and both events provide a pleasant overall atmosphere.

The one disconcerting thing about Jerez is that it runs anti-clockwise on the pits-straight, so that cars enter the pits from the right instead of the usual left. Remarkably, nobody got bowled over, although almost everyone on the regular Formula One circus scene is programmed to look left for incoming cars. Naturally, at every race there are those people who have no real reason to be in the pit-lane and you can spot them very easily — they are the ones who could easily be run over by a stationary Grand Prix car!

With the two races being on consecutive weekends, the teams arrived at the first with enough material to keep them going for both races, and some teams had a fourth car with them in case of an emergency, or a monocoque "tub" on which they could build up a fourth car.

The Williams team had four cars with it and proudly displayed them lined up in front of the pits, with every intention of using all four. Each of its drivers had a pair of cars, one with normal coil-spring suspension and one with the new hydraulic "active-ride" suspension, devoid of any obvious suspension medium apart from intriguing cylindrical and spherical oil containers, various pipes and wires, and electronic "gizmoes".

Following Piquet's win at Monza with the new suspension, further testing was carried out and the decision made to take a similar car to Portugal and Spain for Mansell; it was up to him whether he decided to use it. Piquet used his "active ride" car at both races, doing the minimum of laps in the normally-sprung car, while Mansell did the complete opposite, spending much more time in the normal car during testing and practice. He raced the "active-ride" car in the Portuguese race, but the result was inconclusive as its Honda V6 engine died on him with an electrical fault on his fourteenth lap and that was that. Having led on the opening lap he was passed by Berger's Ferrari, but was lying a strong second when the engine went on the blink.

It was a bad day for Honda, for Senna was lying third when Mansell's trouble began and almost at the same time the Honda engine in the Lotus gave trouble in its electronic throttle control sensor. Senna pulled into the pits at the beginning of lap 15 and lost nearly four laps while the trouble was diagnosed and the faulty components replaced. He then drove a remarkable fast and consistent race to eventually finish seventh.

Piquet ran second for a time, after Mansell's retirement, until his stop for new tyres; he then made up time back into third place, but there he settled. A support to the aerodynamic undertray beneath the gearbox came adrift and the fluctuating down-force on the back end made the car feel very odd and unpredictable. He could do little more than drive to finish, coming third, a long way behind the winner.

In Spain Mansell raced his normally-



Italian F3 star Nicola Larini qualified the Coloni-Cosworth for its race debut at Jerez.

sprung car and simply ran away from the rest of the field, Piquet in the "active-ride" car included. From the word go Mansell was totally dominant and gave one of those performances of which he is admirably capable, but not always able to reproduce when expected.

Piquet's Spanish race with the "active-ride" car is best forgotten, for he made some awful mistakes, which he freely admitted after the race. After sitting a comfortable second to Mansell he stopped at the pits for his routine tyre change and forgot to keep his foot on the brake pedal to stop the rear wheels spinning! The poor Williams mechanics were powerless to do anything until the wheels stopped, and the tyre-change took something like 19 seconds instead of nine or less.

When Piquet rejoined the race he had to force his way into a bunch of hard-chargers battling for his second place, and while trying to get past Prost he spun, though luckily he kept on the track and was able to gather it all up and race on. Near the end of the race he had another spin, without any damage, but then decided to stop at the pits in case the radiator intakes were full of grass. As it was, they were all right and he need not have stopped, so the result of his dismal day was a very mediocre fourth place, while Mansell was triumphant.

To everyone's delight the Ferrari team got back on to something like its old form in the two Iberian races. Since the German Grand Prix, Dr Harvey Postlethwaite has returned to running the team at the circuits, and John Barnard has stayed at home to work on the design of the 1988 car. Morale has risen visibly over the last few races and in Portugal they had that little slice of luck that every good team needs, and many of them deserve.

The second qualifying session at Estoril was run under threatening skies and Gerhard Berger was giving it his all, vying for pole position with anyone who challenged. Just as he had snatched fastest time from the Williams duo the rain started, and pole-position was his. By all normal standards of this season, had it stayed dry Mansell and Piquet would have gone out again and one of them would surely have reclaimed pole-position, though Berger might have been able to split them. With the rain it was all settled, and a Ferrari was on the front of the grid for the first time for a very long while.

Berger was very conscious of being on pole-position more by default than merit, but nonetheless his performance had been good. He led the parade-lap as if it was the first lap of the race, instead of in a quiet and orderly fashion, but although he was all keyed-up Mansell got the drop on him and appeared in the lead by the time they got to the downhill section in the centre of the circuit. They were followed by the two McLarens and then there was a big gap with some important people missing!

Black flags began to appear, and it was obvious that something had happened to cause the race to be stopped. Piquet and Alboreto had collided on the first corner and spun off, Warwick had deliberately spun his Arrows to avoid them, and Nakajima had dodged sharp right to avoid the Arrows. Just at that moment Brundle had been on the inside of the Lotus, and the collision had launched the Zakspeed into the air.

Chaos reigned behind them as the rest tried to stop or avoid a collision. Both Zakspeeds were wrecked, as was Arnoux's Ligier, and other entries suffered repairable damage. Various drivers switched to spare cars and all but Christian Danner lined up again for the restart.

Once again Mansell made a good start and led the opening lap, but Berger in the Ferrari slashed by on superior speed down the pit straight and from then on one could say that the Austrian never looked back. Unfortunately he *did* look back late in the race and that was his downfall . . .

He led solidly from laps 2-34, lost the lead temporarily to his team-mate Alboreto while he stopped for tyres, but was back ahead on lap 36.

He continued to lead in a most impressive fashion until lap 68, with only two more to go. For reasons mentioned later, he had Alain Prost closing on him rapidly so he was driving at his absolute limit with nothing to spare — all the time keeping an eye on his mirrors for the menacing red and white McLaren. Half way round the 68th lap, on the downhill right-hander at the lowest part of the circuit, he overdid his braking by perhaps a half of one per-cent, but it was too much, and the Ferrari went into a spin and off onto the dusty run-off area.

Berger kept the engine running, regained control and was soon back on the track, but Prost had gone by into the lead. The young Austrian's mistake was so small that it only added 22 seconds to his lap time, but all hope of a win had gone and all he could do was finish a slightly crestfallen second.

So well had he driven, both during practice and the race, that not a critical word was heard. Commiserations, yes; sympathy, yes; acrimony, no. He made none of the usual



In the closing stages at Estoril Prost's McLaren looms ever larger in the mirrors of Berger's Ferrari.

FORMULA ONE



Four cars find themselves heading in different directions in Estoril's first-lap shunt.



Derek Warwick spins and creates his own contra-flow system in Estoril.



Minardi turns lawn-mower for Spaniard Adrian Campos at his home Grand Prix.



Michele Alboreto's dented Ferrari hitches a lift back to the Jerez pits.



Dicing for class victory in Spain, Palmer's Tyrrell and Alliot's Lola haul in Cheever's Arrows.

"fallen hero" excuses, such as snatching brakes, worn tyres, oil on the track, weak shock-absorbers and so on, all of which we have heard from other drivers who have thrown away a Grand Prix victory. Young bright-eyed Berger simply said: "I spent too much time looking in my mirrors for Alain, and made a mistake".

A MOTOR SPORT reader once posed the question to me: "If you were a racing driver and were leading a race, who would you *least* like to have in your mirrors?" I tried this question on a lot of my Formula One colleagues and two names which came up instantly were Niki Lauda and Alain Prost. Need I say more? It was a moment of truth for Gerhard Berger; he failed, but came through with flying colours.

But how did Alain Prost get into that position? In the first half of the Portuguese race he was not really in the picture, which is not to say he was left behind, but he was running in fourth place. He was not too happy with the feel of his tyres and felt he could not go any faster. After his tyre stop on lap 32, the new tyres felt quite different together with the lightening of the fuel load, and his lap times dropped dramatically.

His performance in the second half of the race was masterly, and after moving up from fourth to second in three laps he really got stuck in, and started the most awe-inspiring pursuit of the flying Ferrari ahead of him. In usual Prost fashion none of his efforts were visible except the diminishing gap.

When some drivers turn on the pressure you can see it easily, the engine note sounds just that bit harder, braking is visibly heavier, even to the occasional puffs of smoke as brakes lock momentarily, the tyres are that much closer to the edge of the track, spurts of dust come up as they put a wheel over the edge, overtaking slow cars is often "marginal" and you hold your breath; occasionally there are signs of the rear end sliding out, as all the power comes in almost suicidally early out of a corner. It is all powerful and emotional stuff and wonderful to watch.

With Alain Prost there is none of that. He sits impassively in the cockpit, showing no emotion whatsoever, his accuracy is as precise as ever and there is no visible strain on any of the components of the car; yet the gap is closing.

One's first impulse was that Berger was slowing, but lap times showed that he was not, yet Prost was closing relentlessly and consistently, foot by foot, yard by yard. Just occasionally you might see him lap a slower car with only inches to spare, where normally he might give the slower car a couple of feet, but the whole thing was so undramatic that it was almost boring to watch. Berger must have felt those cool, steely eyes boring into his back, and afterwards Prost was almost apologetic, saying he felt very sorry for Gerhard when he saw him spinning. You can believe that, for Alain Prost is that sort of a man.

This impressive race gave him immense satisfaction, the more so because it was his 28th Grand Prix win, which put him at the top of the winning league, having now scored one more than Jackie Stewart, who has held the record for a very long time. To beat Stewart's record with a victory like the one in Portugal really pleased the woolly-headed little Frenchman, and he added the sentiment that he was very happy to have achieved it with a Porsche engine in his McLaren, for next year he will be powered by Honda.

Not content with this "racer" performance in Portugal, the following week in Spain he gave another scintillating display of the very deep Prost talent, even though it *only* netted him second place behind the uncatchable Nigel Mansell. He was seventh on the starting grid after a not very impressive two days of practice and qualifying, and got hemmed in by the traffic at the first corner so that he ended the first lap in ninth place. Meanwhile the two Honda-powered Williams cars had rushed off into an unassailable lead.

In third place was Ayrton Senna in the unpredictable Lotus 99T and behind him a bunch of tough characters, all keen on taking third place and possibly making a bid for second. These were Berger and Alboreto (Ferraris), and Boutsen and Fabi (Benettons),

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Goodmans SOUND



Senna frustrated Boutsen, Piquet, Berger and Prost for many laps before losing second-place.

and they were all nearly falling over themselves to get by the yellow Lotus, but Senna had no intention of lifting off and waving them by. It was really good rough-and-tumble stuff on this relatively slow and safe circuit, so that chances were being taken which would not be attempted at Spa, Österreichring or Silverstone.

In Doug Nye's new book on the racing life of Stirling Moss he quotes something I wrote in 1959: "it is the ability to go fast and conserve his tyres, and to plan strategy while he is racing, that makes Moss the great artist that he is." If you change Moss for Prost, you can see that nothing has changed when it comes to evaluating racing drivers!

Prost had de Cesaris in front of him and was fairly cautious about dealing with the Brabham, but once by he closed up on the tail of the Benettons. There was no way he was going to plunge into the midst of the unruly five-car melée so he dived into the pits relatively early for a tyre-change, letting his team-mate Johansson go by.

Back on the track he soon caught up the line of cars behind the Lotus, and then simply sat there and watched as one by one they all pulled off into the pits for new tyres. By lap 46 Prost had moved serenely up into third place, his only anxious moment being when Piquet barged his way back into the race after his disastrous pit stop and tried to outbrake the McLaren into the corner at the end of the pits straight. Many drivers would have been intimidated at having the rugged little Brazilian out-braking them, but not Prost, and it was Piquet who spun.

Senna was going through non-stop in this race, and as his tyres began to show signs of wear those with new tyres closed up on him again and there was some more unruly pushing and shoving. During some crowded moments while they were lapping slower cars there were some remarkable instantaneous changes in position and Prost dropped from third to sixth, without visibly losing any ground — they were all that close.

With six laps to go Prost was fourth, behind



Riccardo Patrese's Brabham-BMW was clearly on sparking form during the Spanish GP!

Piquet and Boutsen, neither of whom even had Mansell in sight. On lap 67 Piquet spun, Boutsen went off into the sand avoiding him, and Prost slipped by into second place! Senna had been unceremoniously elbowed back from second to sixth, unable to defend his position on his perilously worn tyres, and almost unnoticed the affable Stefan Johansson moved up into third place after an excellent drive, faultless and troublefree.

The Ferrari revival did not make it to the finish of the Spanish Grand Prix, but both cars had been giving as good as they got. Berger's end was heralded by a long plume of oil smoke out of the back for a couple of laps before the engine blew up, and Alboreto came into the pits with a wrecked turbo and covered the pit-lane in smoke.

They had been two fascinating races, encouraged by unforeseen circumstances: the rain in Portugal on Saturday upsetting the *status quo* of the Williams-Hondas domination of the starting grid, and the tightness and mickey-mouse characteristics of the Jerez circuit encouraging some very close in-fighting. I would not describe either event as a classic Grand Prix, but they were good Formula One races, with worthy and well-deserved winners.

With the two Williams-Hondas, the two Ferraris, the two McLarens, the two Benettons and the lone Lotus-Honda, there really is not room for anyone else up at the front. The remaining seventeen runners can really only go through the motions of being in the races, even though some of them did heroic things, as the statistics show; but in reality we could have some first-class races with only ten cars, with no slow ones to get in the way, providing all ten could guarantee to keep going for an hour and a half. Unfortunately this is very unlikely, so we need a supporting cast to fill in some of the gaps.

This Iberian interlude concluded the European part of the Formula One series, and the teams left Spain with the knowledge that they were going to spend more time in the air than racing on the ground, as they set off for Mexico, Japan and Australia in their search to find a World Champion who has literally raced all over the world. **DSJ**

Spanish Grand Prix

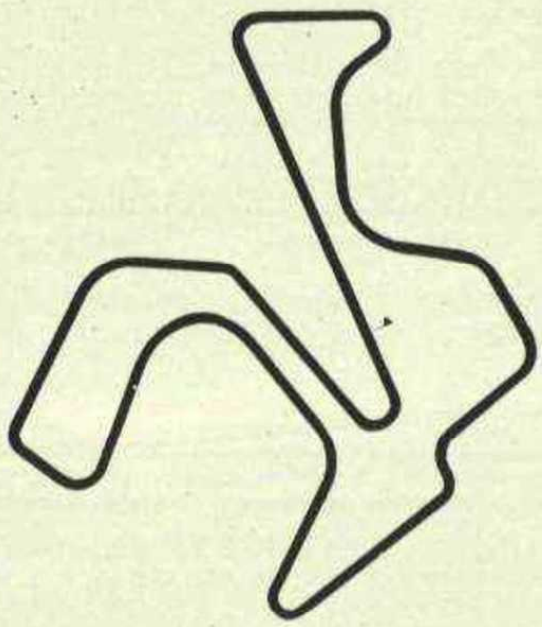
RACE DETAILS

		Fastest Lap
1 **Prost**	9th lap 1; passed de Cesaris lap 7; tyre stop lap 27; moved to 3rd as others stopped; elbowed back to 6th; 2nd lap 68; **finished** 2nd	1.27.459 (30)
2 **Johansson**	13th lap 1; climbed to 6th; tyre stop lap 35; passed Fabi, Alboreto, Senna and Piquet when he spun; **finished** 3rd	1.28.133 (59)
3 **Palmer**	12th lap 1; spirited battle with Alliot to lead non-turbo class; lapped lap 31; hit by Arnoux when lapping Ligier; crashed and **retired**	1.30.514 (50)
4 **Streiff**	16th lap 1; passed by Nannini lap 2; moved steadily up to 12th; passed Nakajima lap 57; **finished** 7th	1.31.279 (50)
5 **Mansell**	Raced normally sprung car; took lead on first lap and never lost it; tyre stop lap 42; **won** after total domination of race	1.28.444 (45)
6 **Piquet**	Raced active-ride car; 2nd until slow tyre stop; spun passing Prost for 3rd; spun again; pit stop lap 68 to remove grass; **finished** 4th	1.27.108 (49)
7 **Patrese**	11th lap 1; long pit-stop for repairs lap 17; resumed next to last; tyre stop lap 43; **finished 13th** four laps down; own best lap very good	1.27.150 (67)
8 **de Cesaris**	8th lap 1; passed by Prost lap 7; passed by Johansson lap 18; **retired** lap 27, gearbox failure	1.30.670 (23)
9 **Brundle**	Baulked by incident on opening lap; 18th lap 1; ran steadily but not very fast; tyre stop lap 40; **finished** 11th; two laps behind	1.31.373 (44)
10 **Danner**	19th lap 1; long pit stop lap 12 to change electrics; another stop lap 13; rejoined last; **retired** lap 51, broken gearbox	1.32.074 (19)
11 **Nakajima**	15th lap 1; ran steadily and non-stop in mid-field; lapped lap 29; spun lap 57; recovered and **finished** 9th, two laps down	1.31.228 (42)
12 **Senna**	3rd lap 1; held up rest of fast runners; ran non-stop; 2nd from lap 46; passed by Piquet, Boutsen, Prost when tyres wore; **finished** 5th	1.30.088 (20)
14 **Fabre**	21st lap 1; passed by Arnoux, Larini, Ghinzani and Warwick; **retired** lap 11, engine trouble	1.35.672 (3)
16 **Capelli**	Poor start; 20th lap 1; passed Danner and Brundle; spun when lapped lap 28; two tyre stops; troubled by understeer; **finished** 12th	1.30.407 (61)
17 **Warwick**	Hit by Arnoux lap 1; pit stop for new nose cone; resumed last; did not make up much ground; tyre stop lap 38; **finished** 10th	1.31.105 (41)
18 **Cheever**	10th lap 1; passed by Johansson lap 12; tyre stop lap 21; ran well to end of race; moved up to 7th; out of fuel lap 71; **classified** 8th	1.29.934 (46)
19 **Fabi**	7th lap 1; ran with the battle for third place; tyre stop lap 29; brake fluid leak and engine cutting out; **retired** lap 41, engine trouble	1.29.319 (32)
20 **Boutsen**	6th lap 1; battle for third place; tyre stop lap 32; up to 3rd place; fading brakes; passed Piquet for 2nd lap 67, but spun and stalled; **retired**	1.28.299 (65)
21 **Caffi**	Failed to qualify; **did not start**	—
22 **Forini**	Failed to qualify; **did not start**	—
23 **Campos**	25th lap 1; ran steadily and consistently all the way; **finished** 14th; one quick spin, but delighted to finish in his home Grand Prix	1.33.503 (31)
24 **Nannini**	17th lap 1; long pit stop lap 17; made up some ground but **retired** lap 46, turbo failure	1.30.722 (19)
25 **Arnoux**	Hit Warwick lap 1; moved up to 14th; collided with Palmer as Tyrrell lapped him lap 56; **retired**, damaged suspension and sick engine	1.32.650 (50)
26 **Ghinzani**	On the grass on opening lap; 24th place; **retired** lap 25, broken ignition pick-up	1.32.604 (20)
27 **Alboreto**	5th lap 1; passed Berger lap 13; out-fumbled by Berger and Prost lap 44; tyre stop lap 52; passed Senna lap 65; **retired**, engine failure	1.27.738 (54)
28 **Berger**	4th lap 1; 5th lap 13; passed Alboreto lap 44; tyre stop lap 47; dropped to 7th; passed Prost lap 56; **retired** lap 63, engine failure	1.26.986 (49)
30 **Alliot**	14th lap 1; hard battle with Palmer for lead of non-turbo class; lapped by leader lap 29; won class and **finished** 6th overall; very good race	1.30.365 (50)
32 **Larini**	Made first Grand Prix start; going quite nicely; **retired** lap 9, engine trouble	1.33.108 (7)

QUALIFYING TIMES

		Friday	*Saturday*	*Pos*
Prost	McLaren	1.24.596	1.24.905	7
Johansson	McLaren	1.26.147	1.26.147	11
Palmer	Tyrrell	1.28.353	1.28.426	16
Streiff	Tyrrell	1.28.970	1.28.330	15
Mansell	Williams	*1.23.081*	disallowed	2
Piquet	Williams	1.23.621	*1.22.461*	Pole
Patrese	Brabham	1.26.639	1.25.335	9
de Cesaris	Brabham	1.31.981	1.25.811	10
Brundle	Zakspeed	1.28.876	1.28.597	20
Danner	Zakspeed	1.30.325	1.28.667	22
Nakajima	Lotus	1.28.776	1.28.367	18
Senna	Lotus	1.25.162	1.24.320	5
Fabre	AGS	1.32.490	1.30.694	25
Capelli	March	1.28.477	1.28.694	19
Warwick	Arrows	1.26.728	1.26.882	12
Cheever	Arrows	1.27.062	1.27.970	13
Fabi	Benetton	1.25.263	1.24.523	6
Boutsen	Benetton	1.26.372	1.25.295	8
Caffi	Osella	1.31.284	1.31.069	DNQ
Forini	Osella	1.34.723	1.35.572	DNQ
Campos	Minardi	1.29.538	1.30.204	24
Nannini	Minardi	1.28.823	1.28.602	21
Arnoux	Ligier	1.28.241	1.28.362	14
Ghinzani	Ligier	1.29.663	1.29.066	23
Alboreto	Ferrari	1.24.192	1.24.832	4
Berger	Ferrari	1.23.164	1.25.250	3
Alliot	Lola	1.29.147	1.28.361	17
Larini	Coloni	1.31.319	1.30.982	26

JEREZ DE LA FRONTERA
4.218 km



STARTING GRID

5
N. Mansell
(Williams-Honda V6)
1 min 23.081 secs

27
M. Alboreto
(Ferrari V6)
1 min 24.192 secs

29
T. Fabi
(Benetton-Ford V6)
1 min 24.523 secs

20
T. Boutsen
(Benetton-Ford V6)
1 min 25.295 secs

8
A. de Cesaris
(Brabham-BMW 4cyl)
1 min 25.811 secs

17
D. Warwick
(Arrows-BMW 4cyl)
1 min 26.728 secs

25
R. Arnoux
(Ligier-BMW 4cyl)
1 min 28.241 secs

3
J. Palmer
(Tyrrell-Cosworth V8)
1 min 28.353 secs

11
S. Nakajima
(Lotus-Honda V6)
1 min 28.367 secs

9
M. Brundle
(Zakspeed 4cyl)
1 min 28.597 secs

10
C. Danner
(Zakspeed 4cyl)
1 min 28.667 secs

23
A. Campos
(Minardi-Moderni V6)
1 min 29.538 secs

32
N. Larini
(Coloni-Cosworth V8)
1 min 30.982 secs

6
N. Piquet
(Williams-Honda V6)
1 min 22.461 secs

28
G. Berger
(Ferrari V6)
1 min 23.164 secs

12
A. Senna
(Lotus-Honda V6)
1 min 24.320 secs

1
A. Prost
(McLaren-Porsche V6)
1 min 24.596 secs

7
R. Patrese
(Brabham-BMW 4cyl)
1 min 25.335 secs

2
S. Johansson
(McLaren-Porsche V6)
1 min 26.147 secs

18
E. Cheever
(Arrows-BMW 4cyl)
1 min 27.062 secs

4
P. Streiff
(Tyrrell-Cosworth V8)
1 min 28.330 secs

30
P. Alliot
(Tyrrell-Cosworth V8)
1 min 28.361 secs

16
I. Capelli
(March-Cosworth V8)
1 min 28.477 secs

24
A. Nannini
(Minardi-Moderni V6)
1 min 28.602 secs

26
P. Ghinzani
(Ligier-BMW 4cyl)
1 min 29.066 secs

14
P. Fabre
(AGS-Cosworth V8)
1 min 30.694 secs

RESULTS

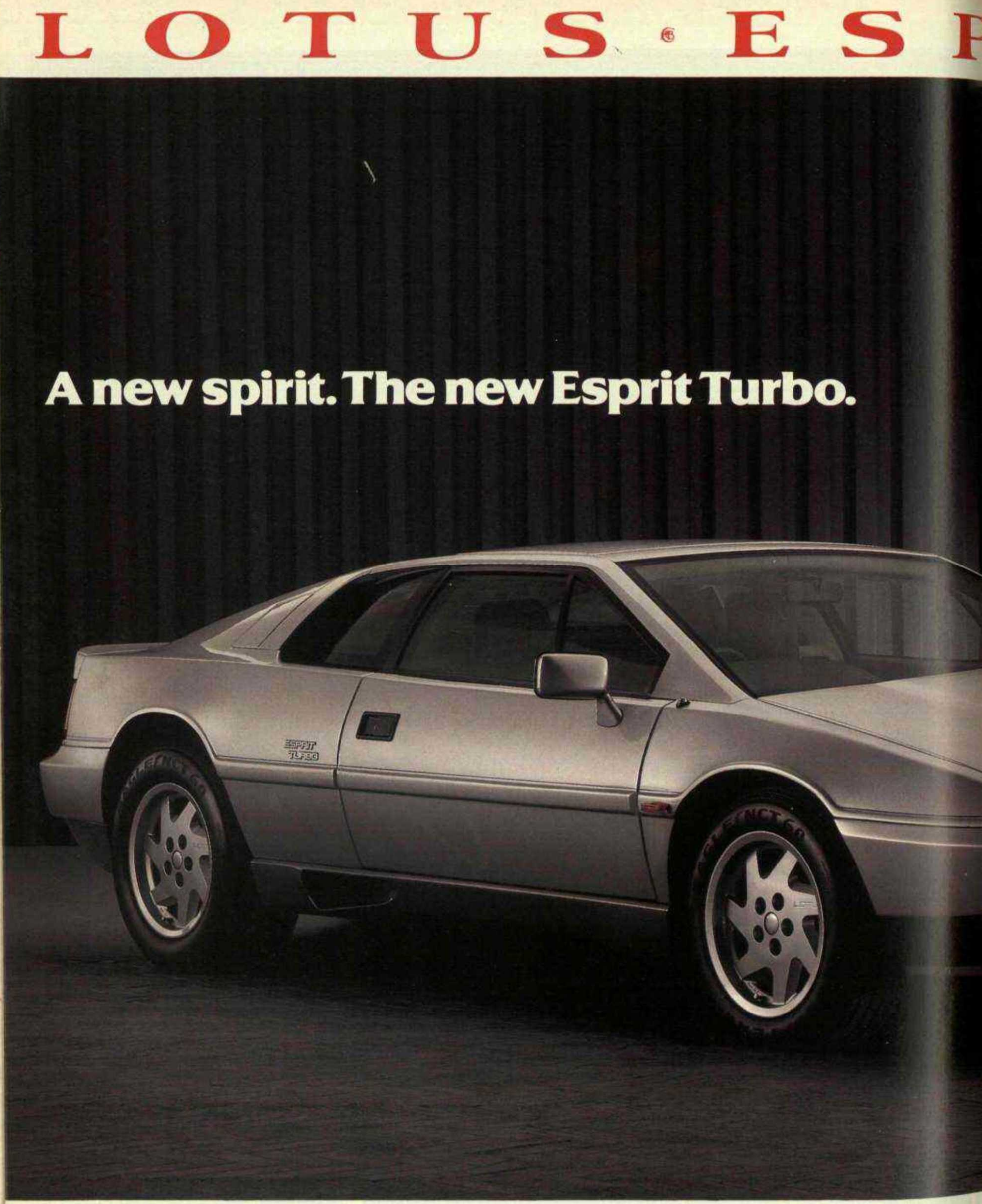
Spanish Grand Prix, Jerez, September 27
72 laps of 4.218km circuit (303.696km/188.707 miles)

Pos	*Driver*	*Car/Engine*	*Time*
1st	Nigel Mansell	Williams FW11B-Honda V6 t/c	1 h 49 m 12.692 s
2nd	Alain Prost	McLaren MP4/3-Porsche V6 t/c	1 h 49 m 34.917 s
3rd	Stefan Johansson	McLaren MP4/3-Porsche V6 t/c	1 h 49 m 43.510 s
4th	Nelson Piquet	Williams FW11B-Honda V6 t/c	1 h 49 m 44.142 s
5th	Ayrton Senna	Lotus 99T-Honda V6 t/c	1 h 50 m 26.199 s
6th	Philippe Alliot	Lola LC87-Cosworth V8-DFZ	1 lap behind
7th	Philippe Streiff	Tyrrell 016-Cosworth V8-DFZ	1 lap behind
8th	Eddie Cheever	Arrows A10-BMW 4 cyl t/c	(not running at finish) 2 laps behind
9th	Satoru Nakajima	Lotus 99T-Honda V6 t/c	2 laps behind
10th	Derek Warwick	Arrows A10-BMW 4 cyl t/c	2 laps behind
11th	Martin Brundle	Zakspeed ZAK871-Zakspeed 4cyl t/c	2 laps behind
12th	Ivan Capelli	March 871-Cosworth V8-DFZ	2 laps behind
13th	Riccardo Patrese	Brabham BT56-BMW 4cyl t/c	4 laps behind
14th	Adrian Campos	Minardi M186-Moderni V6 t/c	4 laps behind
15th	Michele Alboreto	Ferrari F187-Ferrari V6 t/c	retired on lap 68
16th	Thierry Boutsen	Benetton B187-Ford V6 t/c	retired on lap 67
17th	Gerhard Berger	Ferrari F187-Ferrari V6 t/c	retired on lap 63
18th	Jonathan Palmer	Tyrrell 016-Cosworth V8-DFZ	retired on lap 56
19th	René Arnoux	Ligier JS29C-BMW 4cyl t/c	retired on lap 56
20th	Christian Danner	Zakspeed ZAK 871-Zakspeed 4cyl t/c	retired on lap 51
21st	Alessandro Nannini	Minardi M186-Moderni V6 t/c	retired on lap 46
22nd	Teo Fabi	Benetton B187-Ford V6 t/c	retired on lap 41
23rd	Andrea de Cesaris	Brabham BT56-BMW 4cyl t/c	retired on lap 27
24th	Piercarlo Ghinzani	Ligier JS29C-BMW 4 cyl t/c	retired on lap 25
25th	Pascal Fabre	AGS-JH22-Cosworth V8-DFZ	retired on lap 11
26th	Nicola Larini	Coloni FC187-Cosworth V8-DFZ	retired on lap 9
27th	Alessandro Caffi	Osella FA1H-Alfa Romeo V8 t/c	did not qualify
28th	Franco Forini	Osella FA1H-Alfa Romeo V8 t/c	did not qualify

Fastest Lap: Gerhard Berger, 1 min 26.986 secs (174.566 kph) on lap 49. New Record.
Winner's Average Speed: 166.848 kph. **Conditions:** Hazy and warm.

LOTUS ESP

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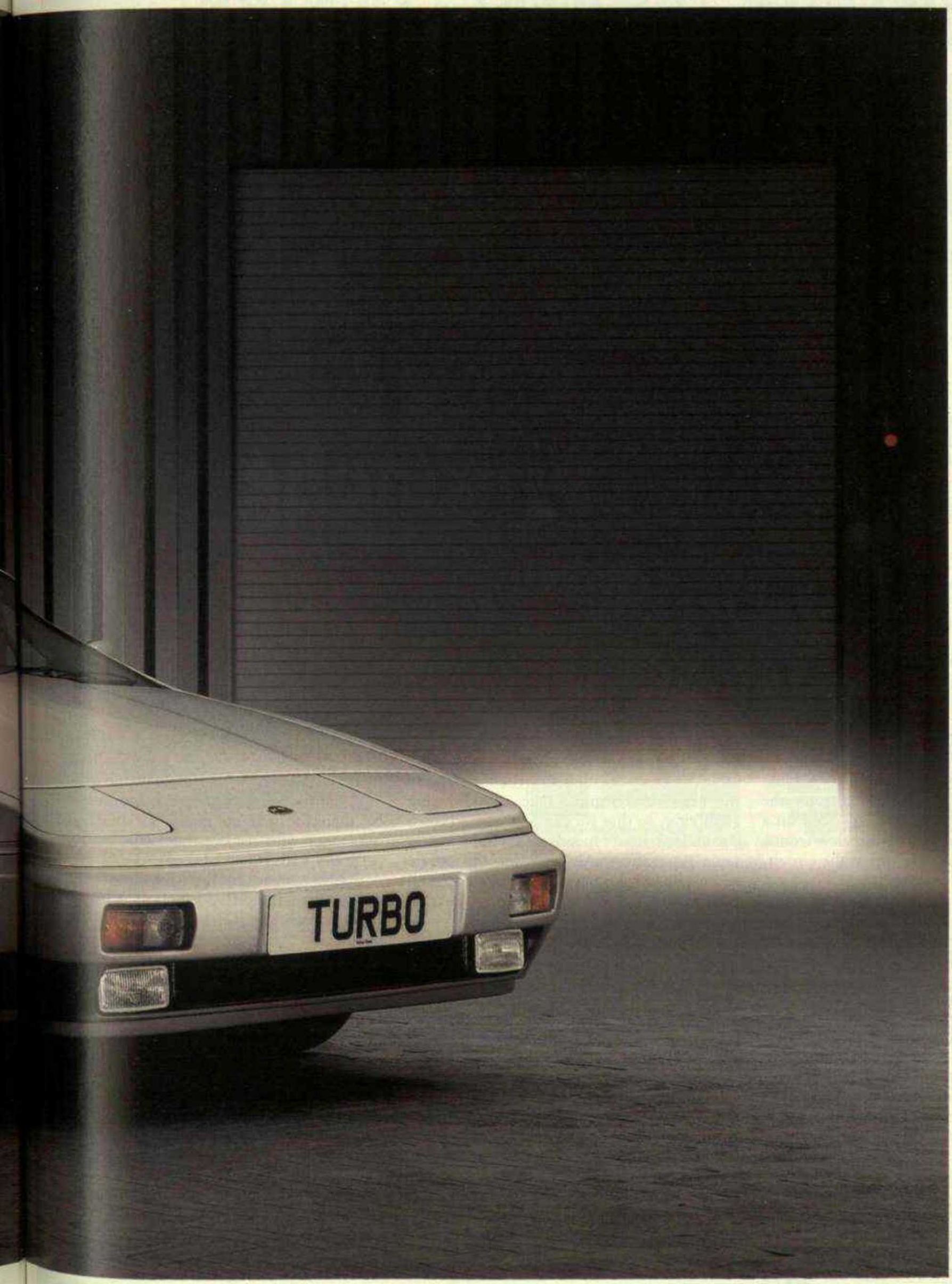
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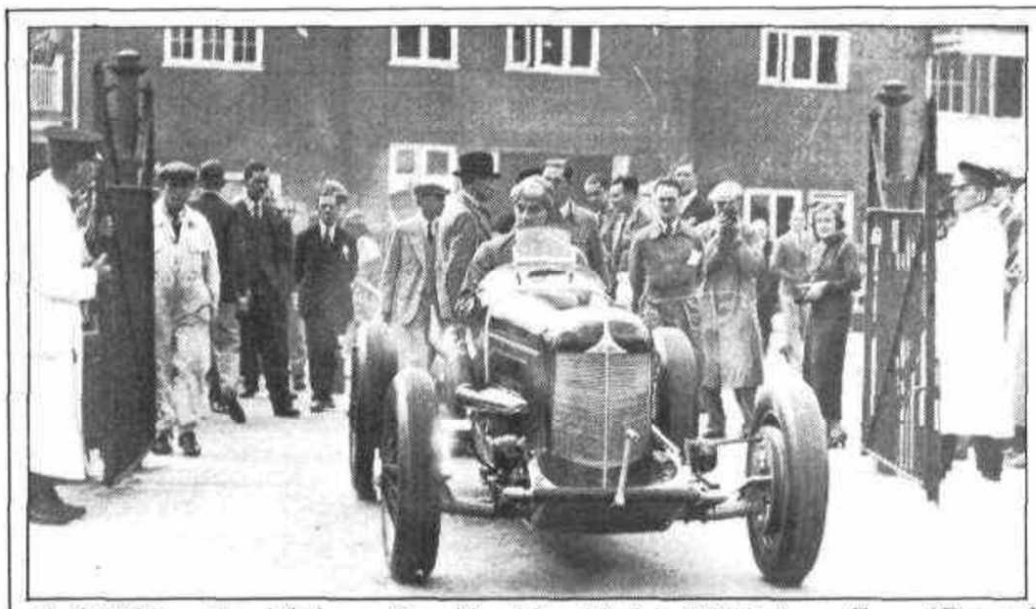
Don't take our word for it though. Visit one of the dealers listed below. He will discuss the two year warranty and the eight year chassis guarantee. He'll talk about the award winning bodywork with its nine coats of paint. And then, at long last, he'll offer you a test drive.

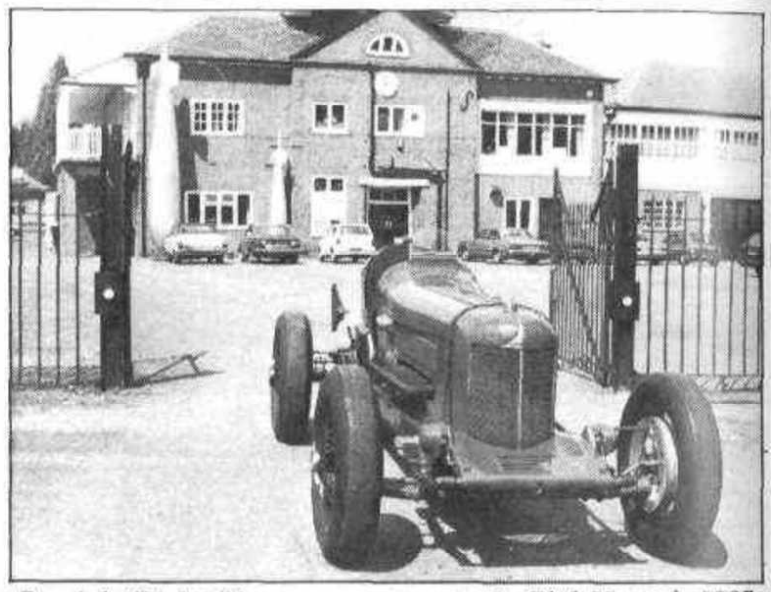
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LETTER FROM THE WEST COUNTRY





(Left) Whitney Straight leaves Brooklands' paddock in 1934 in the ex-Ferrari Duesenberg Special. (Right) The same car returns to the Club House in 1987.

Winter Approaches

Dear AH,

I see reader R J Dawson from Weymouth, (*Letters*, MOTOR SPORT, October 1987) fell into the trap of believing that the BBC Television Grand Prix coverage shows you *everything*.

He referred to Michele Alboreto's rush into the pits in Austria at the end of the parade-lap, suggesting that I did not see correctly. I saw everything just as he describes from his television view, as I happened to be standing on the Rindt curve by the pit-lane entrance. What I was referring to in my report was what Alboreto did on the top straight on the approach to the Bosch curve, as seen on a television monitor replay of the view from a helicopter high above the top of the circuit, not down by the pits. Enough said.

As you know, every now and then I sneak off from the Formula One scene and take part in sprints or hillclimbs on my racing motorcycle, for the sheer fun of competing, and also to keep in touch with one of the basic forms of competition. The first weekend in October is always my summer holiday by the sea(!) for I ride in a motorcycle "demonstration" at the Weston-super-Mare Speed Trials run by the Burnham-on-Sea Motor Club.

Each year the Burnham Club kindly finds room for this in their programme and it always seems to go down well, for the demonstration is always "at characteristic speeds" — which means peak rpm in all the gears all the way down the sea-front road and terminal speeds by the two-wheelers at anything from 100 to 140 mph, depending on the bike's power and the rider's right hand on the twist grip.

The real point of the meeting is the large car entry, from tweaked-up saloons, through clubmans' to the ultimate in sprint machinery. Some of the speeds recorded along the promenade are pretty impressive, and this year was no exception. On his last run of the day Roy Lane clocked 10.90 seconds for the 500 metres, with a terminal speed of 166 mph. This was in his Pilbeam, a car little bigger than an old Formula Two car, powered by four litres of Cosworth DFL.

The meeting ended with an extra run-off for the fastest twelve cars, starting with the slowest (!) of the twelve, and culminating in Roy's 166 mph. At the start-line is a digital timer which ticks away the seconds as the car disappears down the course, and as it breaks the finish-line beam the timer stops and the speed trap figure appears below the time.

The tension and excitement while watching these runs was super, and it is the sort of thing we need at Formula One races during qualifying, so that we can appreciate fastest laps and maximum speeds as they happen, not some time afterwards, or over the public address just as another car goes by, so that all you hear is ". . . . a new fastest . . . . Brrrrm . . . . by . . . . Brrrm . . . ."

This year my seaside holiday was doubly enjoyable for the Burnham Club and the Woodspring District Council agreed to keep everything in place for the Sunday and allowed the Vintage Sports Car Club to run an event for pre-war sports and racing cars. It was a really pleasant "old time" sprint meeting.

Needless to say I could not stand on the sidelines and watch and was fortunate enough to be loaned a sports 4.3-litre Alvis of 1937 vintage by David Roscoe, who is Vickers Engineering PR man and an enthusiastic VSCC member. Sharing the car with the owner made the day all the more enjoyable as we were able to have our own private "needle" match, honour being retained by David with a time of 20.05 seconds against my best of 20.62 seconds, with terminal speeds of 84 mph.

While all this was going on in the happy and carefree atmosphere of English club competition, a similar happy gathering was taking place down in Italy at the Imola Autodromo. This was a big gathering of Ferrari enthusiasts who were celebrating forty years of Grand Prix Ferraris, with a good collection of old Ferrari racing cars, as well as Alboreto and Berger in this year's cars and many Ferrari Grand Prix drivers from the past.

While it was nice to hear of this get-together of drivers from Fangio to Andretti, I could not help sparing a thought for all those drivers who died at the wheel of Grand Prix Ferraris over those 40 years — such as Collins, von Trips, Bandini, Castellotti, Musso, Villeneuve and others — to say nothing of all those who died at the wheel of sports Ferraris. Forty years of supplying very competitive racing cars for drivers of all nations is bound to take its toll, but we must not regret it, we must just be thankful that so many survived, and remember with respect those who paid the price of speed.

Every year when the European season finishes and I say that places like Mexico, Japan or Australia are just too far away for me, people ask: "What are you going to do?" They need not worry, there is plenty to do, even though it may not be involved with F1.

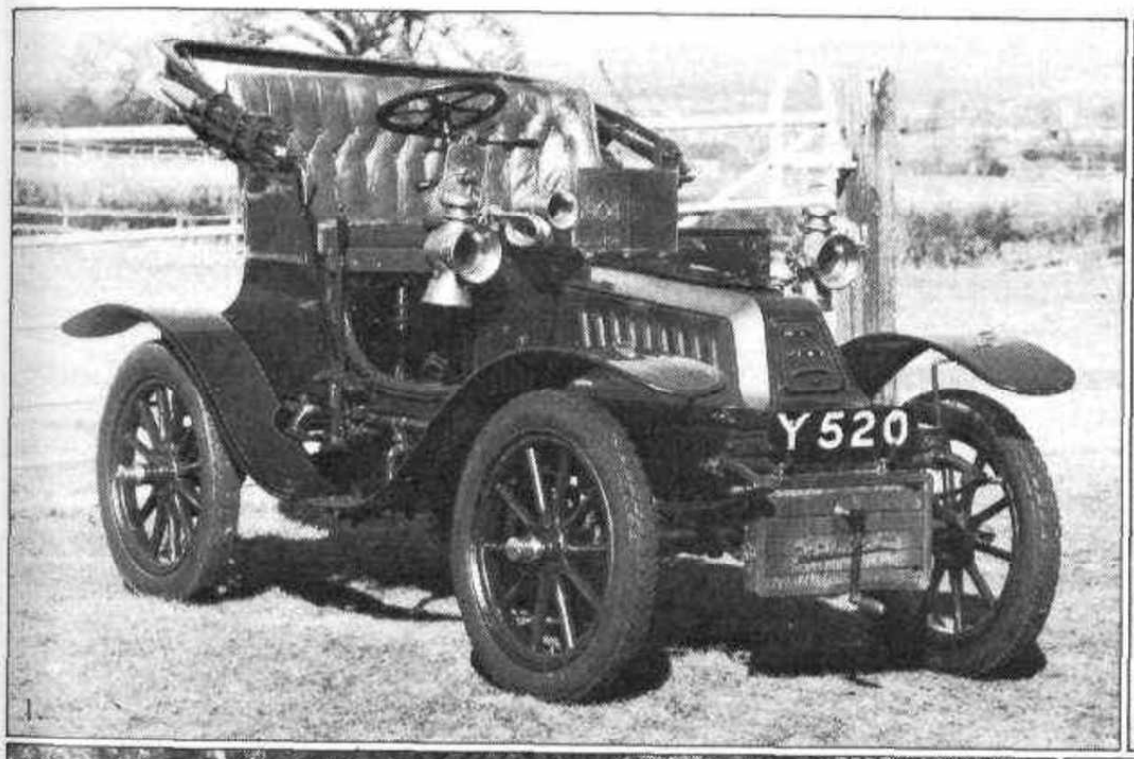
Last winter I spent a lot of time putting one of my old racing cars together so that it could go on display. This is the special 4¼-litre 8-cylinder Duesenberg that was built for the Scuderia Ferrari in 1933, came to England in 1934 and raced at Brooklands until 1939.

1987 saw the eightieth anniversary of the building of Brooklands Track, the first motor racing track (Indianapolis followed four years later). 1987 also saw the formation of the Brooklands Museum Trust, under the capable chairmanship of Sir Peter Masefield.

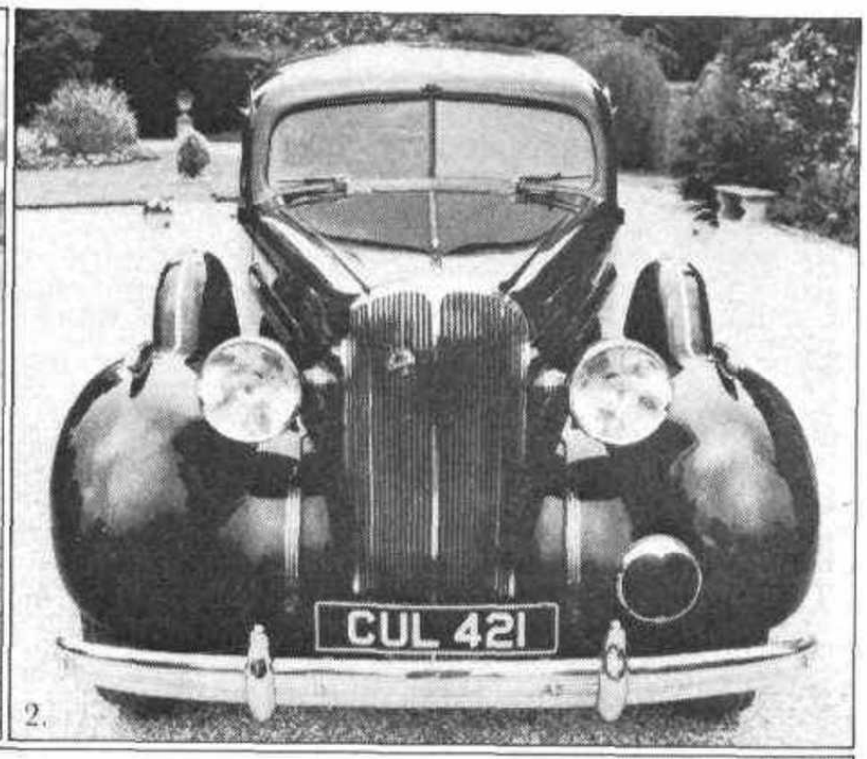
I could think of no better place for my Duesenberg racing car to reside, and last winter worked long and hard to get it all together and deliver it to the Museum in time for the anniversary, and to leave it on permanent display inside the refurbished Club House. If I can tear myself away from my motorbikes this winter, I might start on something else for the Brooklands Museum.

Yours, DSJ

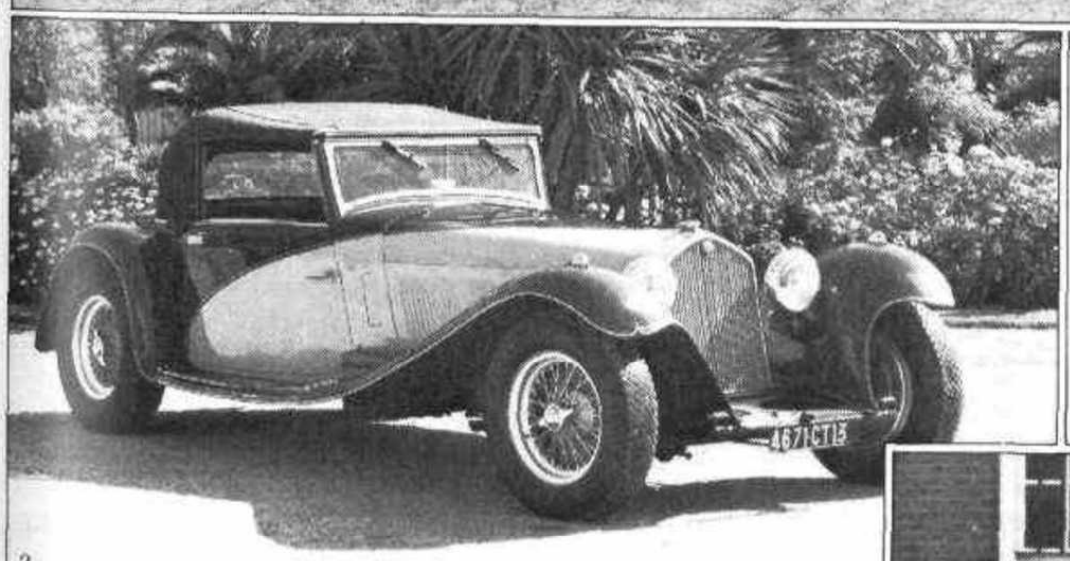
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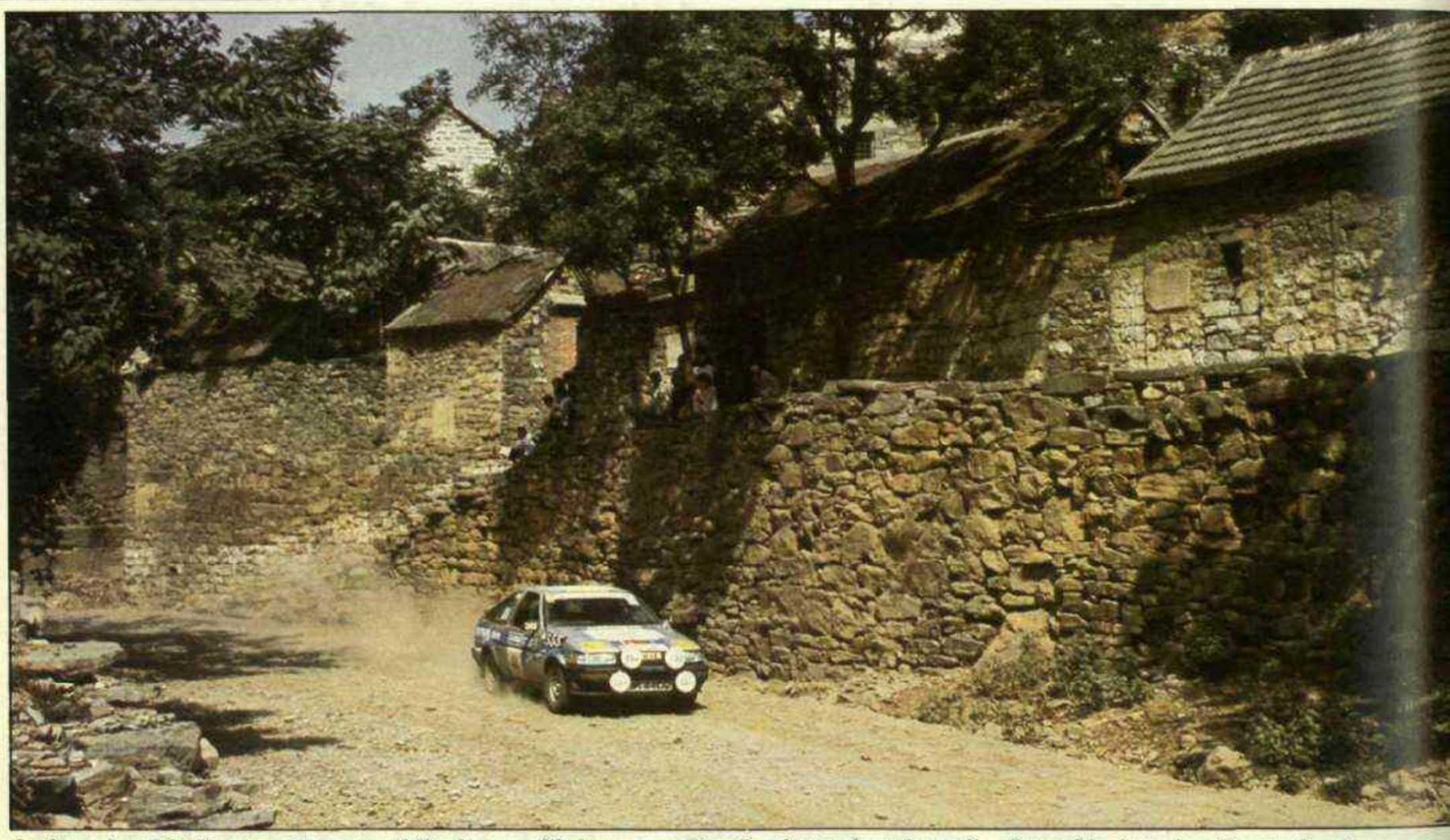
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In the wake of the Toyotas, Nissans and Fords, an unlikely star was Ross Dunkerton from Australia, Group N winner in a Toyota Corolla.

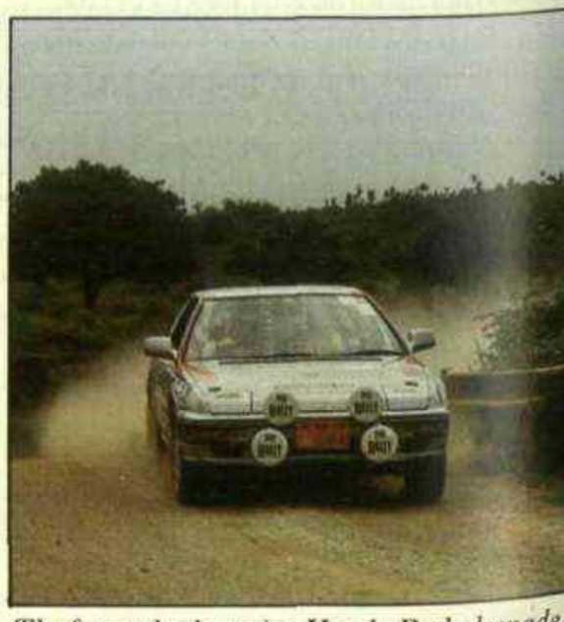
Across the Border



Native Hong Kong entrant Danny Chan admires the view from his Mitsubishi Starion Turbo.

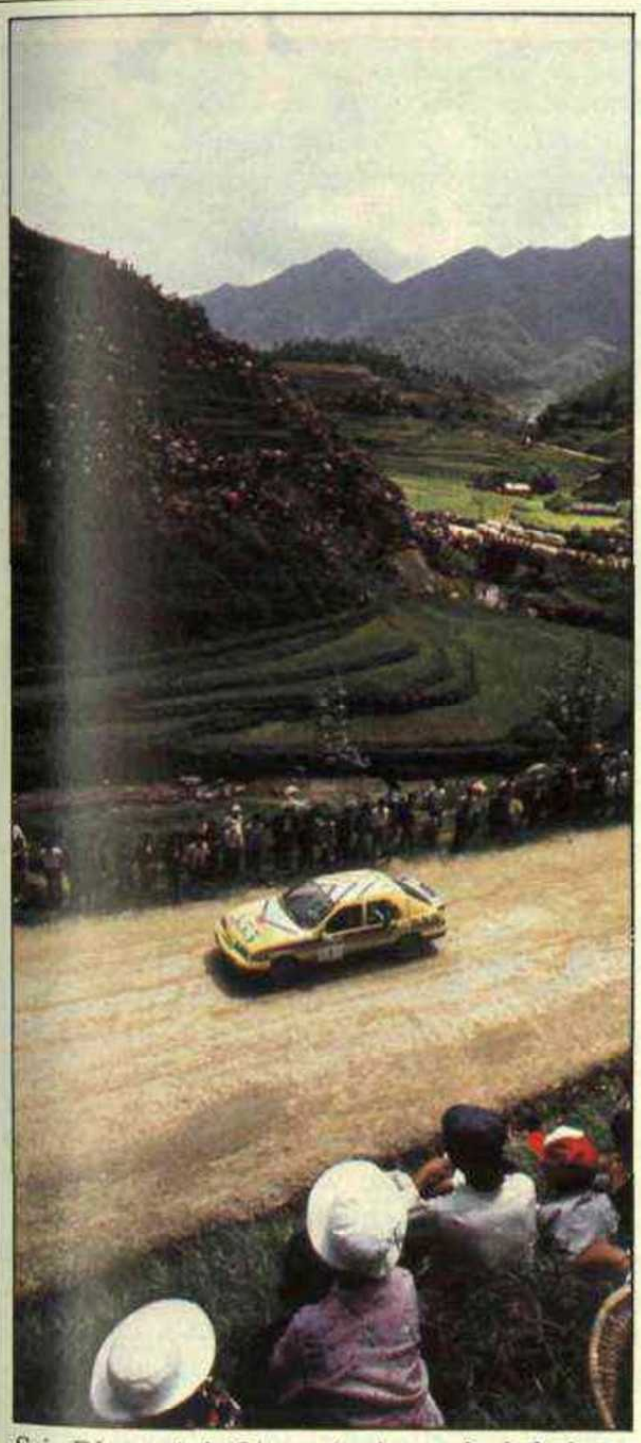
The more trodden a path, the easier t walk, and since its exploratory, almo tentative venture across the border only a fe years ago, the Hong Kong-Peking Ral seems to have established itself as t best-known event in the oriental Far East.

Hong Kong Rallies of years past we severely restricted by the colony's geo raphical limits, but the opening of the bord with the People's Republic of China for th particular event created a precedent whic



The four-wheel steering Honda Prelude made world competition debut in the hands of Japan driver Okhubo, retiring early on.

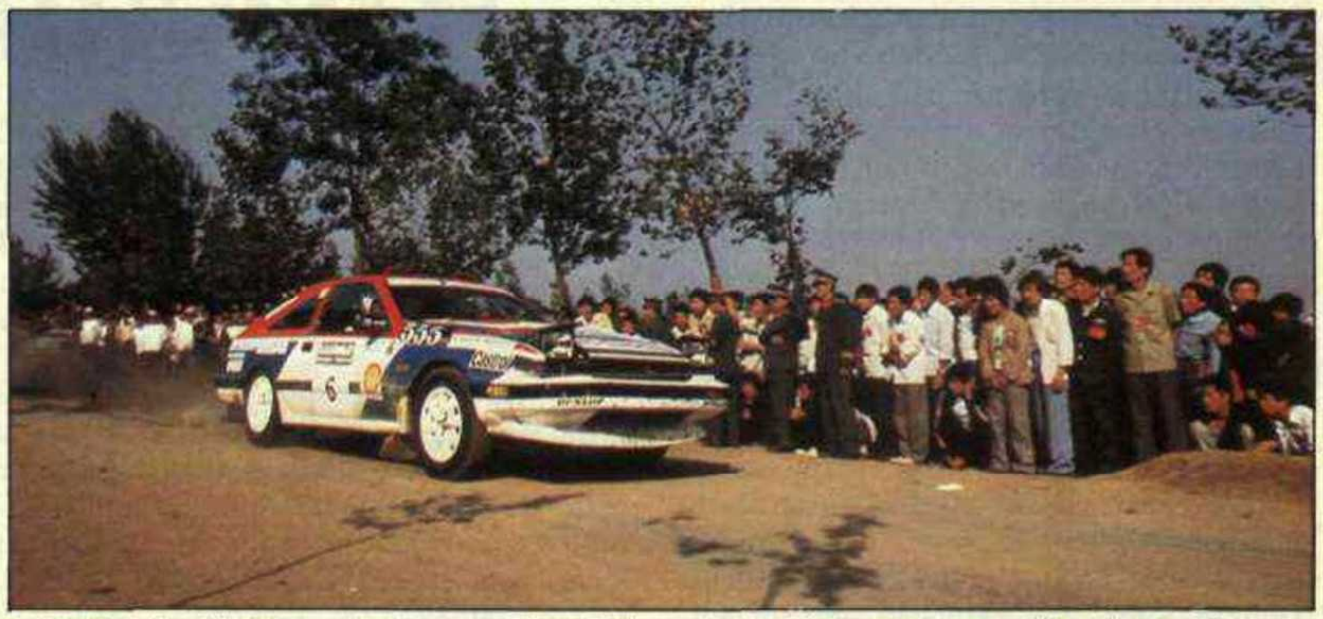
Hong Kong – Peking Rally



Stig Blomquist's Sierra 4×4 was denied victory by an obscure electrical fault.



The winning Toyota Supra, piloted by Bjorn Waldegärd, wakes up a sleepy Chinese village.



Mike Kirkland's Nissan hurtles towards an inherited second place before a well-policed audience.

even other events might follow.

Nissan, Toyota and Ford, the latter not the factory team, were the leading participants along the strictly controlled 2,375-mile route. Police, army and thousands of spectators helped to funnel competitors and service vehicles in the right direction.

Early leader was Björn Waldegärd in a Toyota Supra, but it was not long before he was overtaken by Stig Blomqvist in a Ford Sierra 4WD backed by 555 Cigarettes. Ari Vatanen came to a stop when he broke the rear suspension of his Sierra 4WD against a roadside tree, whilst Per Eklund, driving a Nissan, retired when an oil leak caused engine failure. He did actually stop before any damage was caused, and continued after topping up, but the leak was far too severe to allow the Swede to go far in this way.

Blomqvist looked like winning the event for the second time, but a mysterious electrical failure stopped his engine suddenly and it was a good half hour before it would deign to start again, equally mysteriously. This put Waldegärd firmly in the lead, which he kept to the end, ahead of Mike Kirkland's Nissan and Blomqvist's Sierra. **GP**



Chinese water torture? The Mitsubishi retired on the spot, despite some helping hands.

African Gloom



West Africa brought Eriksson his first World Rally victory — but in miserable circumstances.

In a nutshell, the Ivory Coast Rally was a pretty rotten event. As an attempt at copying the Safari it has never, in all its 19-year history, even looked like making the grade, and the small improvement which it managed to achieve in recent editions was blotted out this year when the already weak organisation wilted under the strain of trying unsuccessfully to meet FISA's impossible demands that the rules of Europe should apply to Africa.

Those rules are bad enough in Europe, where they have dulled the sport and increased, not reduced, its dangers. Applying them to Africa is idiotic, and the very idea of doing so is itself conclusive evidence that those responsible have no worthwhile practical knowledge of rallying, and should be removed from office.

But the scrappy nature of the rally was nothing compared with the gloom and sadness which overtook everyone when they heard of the terrible crash of Toyota Team Europe's radio relay aircraft during the first night, killing all four people on board: the two pilots, team manager Henry Liddon and co-driver Nigel Harris. Henry had been in his customary role during the progress of a rally, controlling the team's operation from the air, whilst Nigel, engaged by Toyota to navigate a daytime spotter plane, had joined the other aircraft for the night in order to see at first hand how the airborne management job was done.

The accident happened only about a minute after the aircraft, a pressurised Cessna 340 twin, became airborne from Yamoussoukro Airport where it had been refuelled during the five-hour rest stop in the middle of the first leg. It came down about 1.15 am in dense tropical forest and exploded immediately. The cause of the crash has not been, and probably never will be, established.

Throughout the night the rally continued, the Toyota team unaware of the tragic accident and putting the absence of communications down to radio failure. When they arrived at Abidjan in the morning at the end of the first leg they were stunned by the news which had gradually filtered through as cars and service vehicles met on the road. Soon afterwards, when the full consequences were confirmed, the team withdrew from the rally, leaving only Volkswagen and Nissan to fight for the lead.

Since 1976 the rally has always just managed to scrape fifty starters — fifty exactly for the past three years — the figure required by FISA in order that an event should qualify for championship status the following year. This has only been achieved by artificially swelling the ranks of competitors with management cars, chase cars and those of people having no intention of going any further than just a few miles from the start before pulling out and heading for home. This year the figure just couldn't be attained, and only 43 cars left the ramp at Abidjan.

Toyota has been outstandingly successful in the Ivory Coast, and indeed in Kenya, and came this year with two turbocharged Supras for Björn Waldegård/Fred Gallagher and Lars-Erik Torph/Benny Mellander, and a non-turbocharged car for Kenyans Robin Ulyate/Ian Street.

The idea was that the main attack should come from the two Swedish drivers, whilst Ulyate's job was to stay as close as possible behind them so that he would be on hand to render speedy assistance should one of them have a problem. In other words, his role was that of competing chase car driver, one which he has carried out most efficiently several times in the past, even making up the fourth of a Toyota 1-2-3-4 in the Ivory Coast last year.

Nissan brought two Silvias for Kenyan crews Shekhar Mehta/Rob Combes and Mike Kirkland/Robin Nixon whilst a third car driven by local crew Alain Ambrosino/Daniel Le Saux was considered part of the team. The combined service network was predominantly Kenyan, led by such stalwarts as Jim Heather-Hayes and Surinder Thatthi, whilst airborne radio relay was undertaken by Chris Fryer, now resident in Malvern.

The factory involvement was completed by two Volkswagen Golfs driven by Kenneth Eriksson/Peter Diekmann and Erwin Weber/Matthias Feltz. Both drivers have excellent African records, each having come very close indeed to winning the Safari, and this year in the Ivory Coast they drove superbly well.

Prominent local privateers were Patrick Tauziac in a Mitsubishi Starion and Patrick Copetti in a Toyota Corolla, whilst among the visitors were Austrians Rudy Stohl/Ernst Rohringer in an Audi Coupé Quattro and Finns Jari Niemi/Pekka Nurminen and Frederic Donner/Cedric Wrede in Subaru Turbos. Donner, partly backed by his Style group of companies, may be remembered for his exploits in Rovers some years ago, whilst Niemi is the man whose BMW M3s were stolen in Greece this year.

The rally has always been a road event, with no special stages and timing in minutes, not seconds. This year, at FISA's insistence, competitive sections were timed in seconds, and that change alone reduced mediocre control-site efficiency to confusion. It was rare to find clocks being read correctly, and at one place, at least, the seconds were forgotten altogether.

Consider also that there were no flying finish controls, that cars were (or should have been) allowed to enter control areas up to a minute early, and that many so-called competitive sections were frustratingly cleanable and therefore attracted small queues, and you will no doubt appreciate the confusion which existed. Occasionally, two or more competitors arrived close together, even on the same minute, a situation which produced nothing short of utter chaos.

Some controls were in the wrong place, even on the wrong road leaving a junction, others missing altogether, whilst marshals very often had to be told how to use the clocks and where to mark the time cards. An obligation upon co-drivers to get out of their cars at controls, a highly dangerous practice which the Safari abandoned years ago, was brought up by competitors at the pre-rally briefing but their plea to have the rule changed fell on deaf ears.

One can but assume the West African cigarette market to be important to Marlboro that they should continue to sponsor such an inferior event, but FISA's justification for keeping it in the World Championship must

Ivory Coast Rally

surely be unable to stand scrutiny.

Initially, the Volkswagens and the Toyotas opened the tussle, followed by the Nissans. Over roads slippery, muddy or even waterlogged after months of heavy rain, Eriksson took the initial lead despite a blown windscreen wiper motor which meant that in rain and through muddy watersplashes he had to reach through the window and clean the screen by hand, and a misfire which persisted for some 20-odd miles after hitting a deep waterhole.

Torph lost time firstly when a brake pipe fractured and he went off the road and secondly when an oil pipe split, whilst Weber experienced clutch slip after oil penetrated the housing.

It looked as though Waldegård would be Eriksson's challenger, but when all three Toyotas were withdrawn after the first leg only the Nissans were in a position to offer a fight. But even that didn't last long. A flooded river in the middle of the second leg stopped both Kirkland and Ambrosino, and although they were manhandled through the river by spectators — after parting with push money, of course — they stopped very soon afterwards when their engines succumbed to the effects of having ingested water via the air intakes.

Mehta managed to avoid this fate, as did Eriksson and Weber, and when the rally arrived at the seaport of San Pedro at the end of the second leg, after traversing the very rough roads of the Tai Forest, Eriksson held a ten minute lead over Mehta, who was 40 minutes ahead of Weber, the latter having twice needed gearbox/clutch replacement.

This situation, one Nissan dividing the two Volkswagens, remained throughout the third and final leg, although there was great drama in the Volkswagen camp when Weber broke engine mountings and Eriksson began to lose gears. Weber was given new mounts and was easily able to keep his third place, but Eriksson's situation was more precarious, for parts of a broken speedometer cable had fallen into the gear selectors and there just wasn't time to change the unit.

First, second and reverse became impossible to select at times, and the tension in the Volkswagen team could be sensed as the leaders struggled to the finish at Abidjan. Even after they had won, the problem continued, for the selectors jammed again as the car was driven into a garage for scrutineering!

Nissan lost a chase car in a collision with a bus which seriously injured one of its occupants, Marzio Kravos from Kenya. He was resuscitated by his partner Jim Heather-Hayes, chief pilot of the Flying Doctor Service in Nairobi, taken to a local hospital by a crew from Brunswick Films of London, and then to hospital at Abidjan by a casevac helicopter. At the time of writing, Kravos was comfortable and recovering from his internal injuries.

Eriksson's first World Championship win comes not a moment too soon. He has deserved such a result all year, and his elevation to fourth place in the Championship is a credit to his skill, tenacity and determination always to get his car to the finish.

He is now only 12 points behind the leaders, and it is interesting to note that had his engine not failed in the final leg of the Safari when he was holding a good second place, he would now be leading the series. It is doubtful whether he will get the chance to score more points, and pretty certain, on the other hand, that the two leaders will increase their scores during the final two rounds, Sanremo and the RAC.

Mehta and Combes, as tenacious and wily as ever, salvaged Nissan honour by taking a good second place, whilst mention must be made of the Finns, Donner and Wrede, who did very well indeed to get their Group N Subaru to the finish, in ninth place.

The 1987 Ivory Coast Rally will be remembered not only for its mediocrity, but as the event which gave Eriksson his first World Championship win, and that which claimed the lives of two fine men, Henry Liddon and Nigel Harris. **GP**

1987 WORLD CHAMPIONSHIP

Drivers (after 11 of 13 rounds)

Juha Kankkunen (SF)	80
Markku Alén (SF)	80
Massimo Biasion (I)	74
Kenneth Eriksson (S)	68
Erwin Weber (D)	44
Jean Ragnotti (F)	39
Hannu Mikkola (SF)	32
Jorge Recalde (RA)	30
Walter Röhrl (D)	27
Per Eklund (S)	25
François Chatriot (F)	22
Bernard Béguin (F)	20
Franz Wittmann (A)	20
Timo Salonen (SF)	20
Ingvar Carlsson (S)	20

64 drivers have scored points

Makes (after 9 of 11 rounds)

Lancia	154
Audi	74
Volkswagen	63
Renault	57
Mazda	52
Ford	33
Toyota	22
BMW	20
Subaru	11
Nissan	9
Fiat	5
Opel	2
Alfa Romeo	1

RESULTS

Ivory Coast Rally, September 22-26

1st:	Kenneth Eriksson (S)/Peter Diekmann (D)	Volkswagen Golf GTi, Gp A	0h 48m 57s
2nd:	Shekhar Mehta (EAK)/Rob Combes (EAK)	Nissan Silvia, Gp A	1h 09m 18s
3rd:	Erwin Weber (D)/Matthias Feltz (D)	Volkswagen Golf GTi, Gp A	2h 05m 56s
4th:	Patrick Tauziac (CI)/Claude Papin (CI)	Mitsubishi Starion, Gp A	5h 38m 53s
5th:	Patrick Copetti (CI)/Jean-Michel Dionneau (CI)	Toyota Corolla, Gp A	6h 53m 38s
6th:	Adolphe Choteau (F)/Jean-Paul Van de Wauwer (B)	Toyota Corolla, Gp A	7h 57m 16s
7th:	Martial Yace (CI)/Jean-Paul Yace (CI)	Mitsubishi Starion, Gp A	11h 01m 43s
8th:	Alessandro Molino (I)/Nicola Albanese (I)	Lancia Delta HF, Gp A	15h 10m 19s
9th:	Frederic Donner (SF)/Cedric Wrede (SF)	Subaru Turbo, Gp N	15h 35m 39s
10th:	Lambert Kouamé (CI)/Koffy Kouamé (CI)	Toyota Celica, Gp A	21h 43m 04s

43 starters (38 Gp A, 4 Gp N, 1 Gp B), 11 finishers.

British win in Cyprus

Driving an Audi Coupé Quattro, David Llewellin and Phil Short were outright winners of the Rothmans Cyprus Rally at the end of September, just over eleven minutes ahead of local crew, and former winners, Vahan Terzian and Iannos Theophanous in a Nissan 200SX. From 63 starters there were 32 finishers, representing a low retirement rate by Cyprus standards.

One of the toughest events in the European calendar, the 500-mile rally is characterised by rough, tortuous roads, dust and intense heat, demanding a low final-drive ratio, good engine cooling, an airtight interior, a plentiful tyre supply and a good deal of personal stamina.

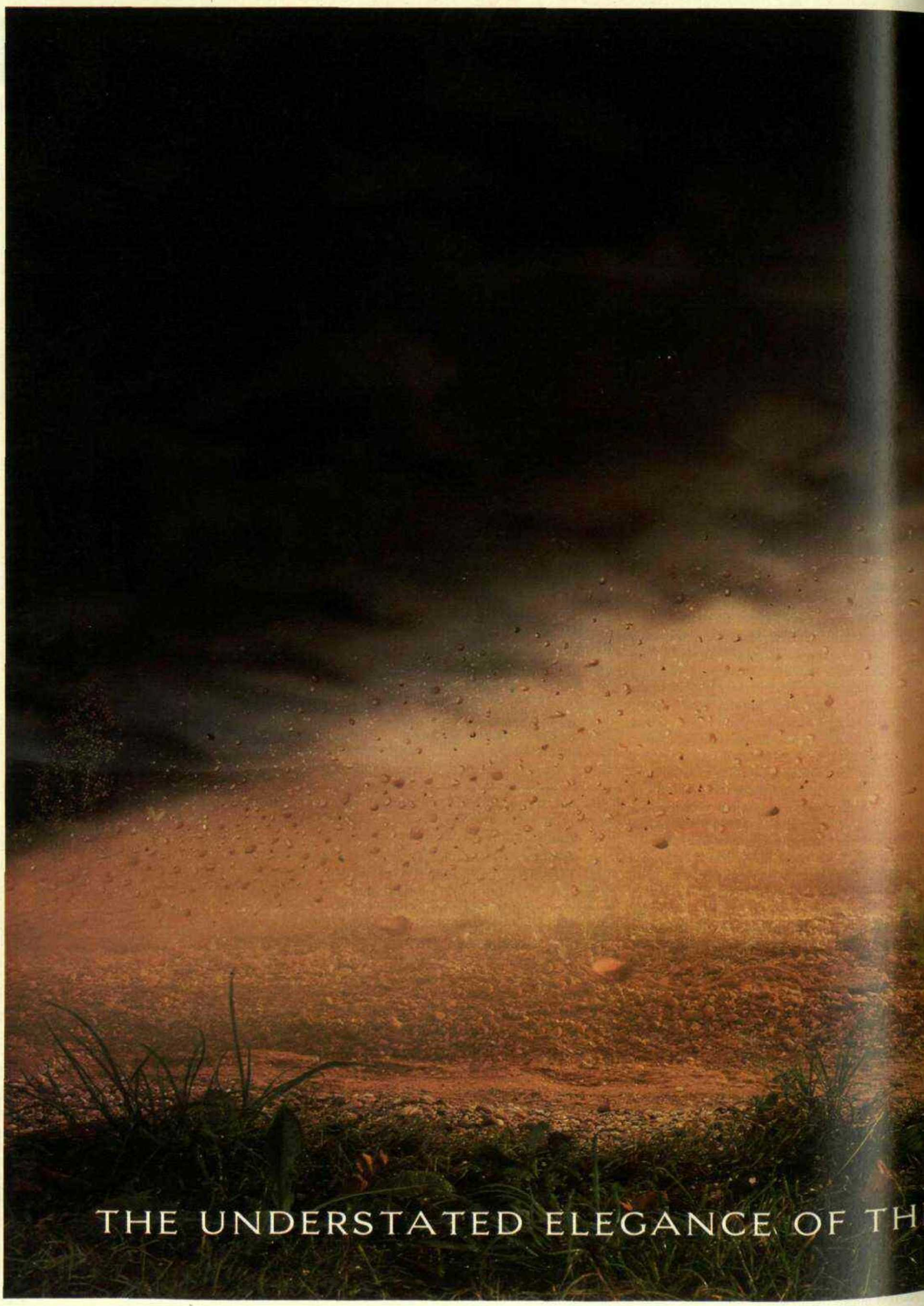
Llewellin experienced engine overheating, as many others did, lost his power-steering for a while, and had his gearbox jam in second — a problem which was apparently resolved merely by changing the oil.

Among those who failed to finish were Hungarian driver Attila Ferjancz in an Audi Quattro, who was as high as second in the early stages but stopped when his timing belt broke, Ola Stromberg from Sweden who put his Saab 900 Turbo off the road, and Bulgarian Stojan Kolev who broke the sump of his Audi Coupé Quattro on the very first special stage.

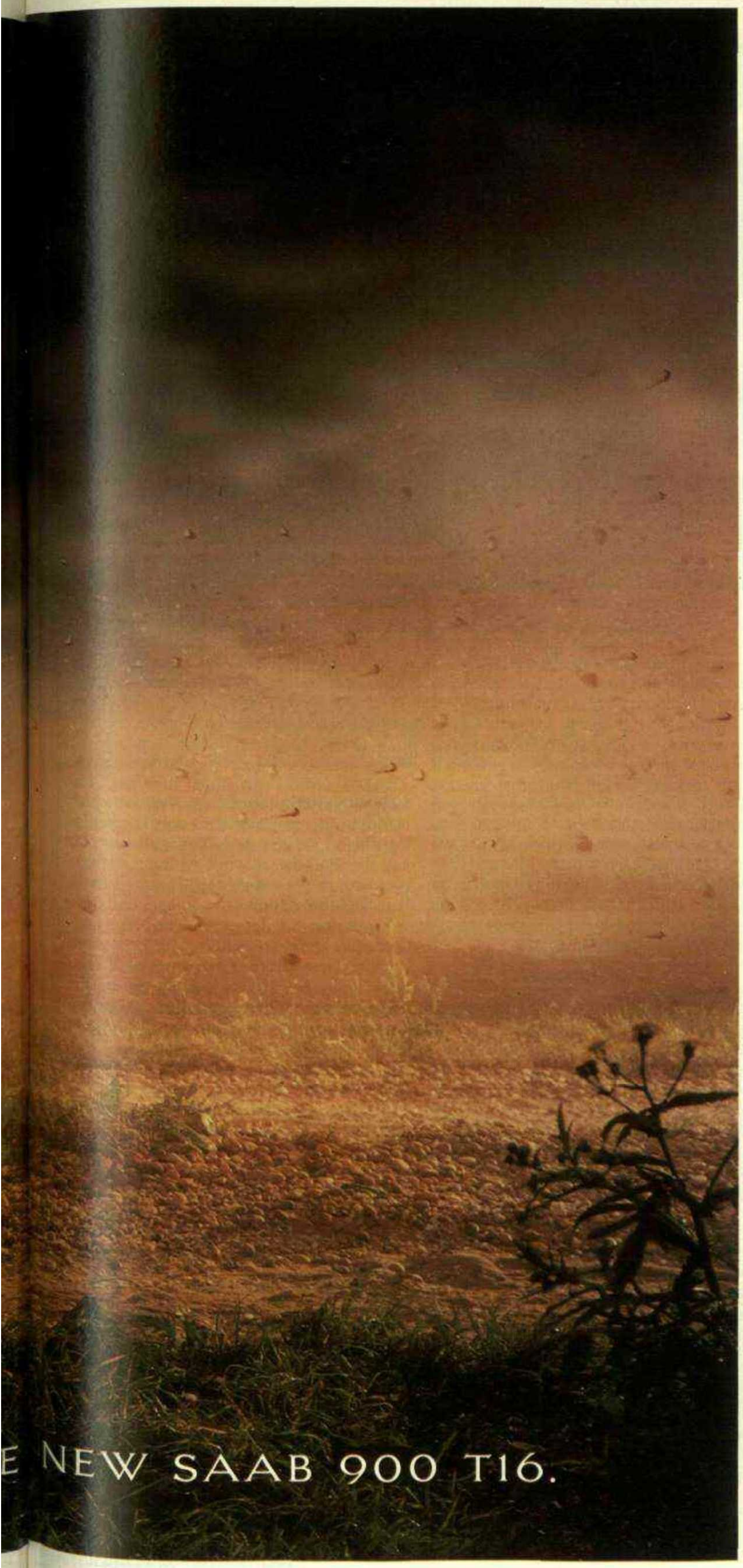


Welshman David Llewellin saw off the locals in Cyprus' European Championship round.

It is a great shame that more outsiders do not journey to Cyprus for this fine rally, held on a sunny, picturesque island where is seems the entire population is enthusiastic, friendly and hospitable. What is more, the organisers are as helpful a bunch as you will find anywhere. **GP**



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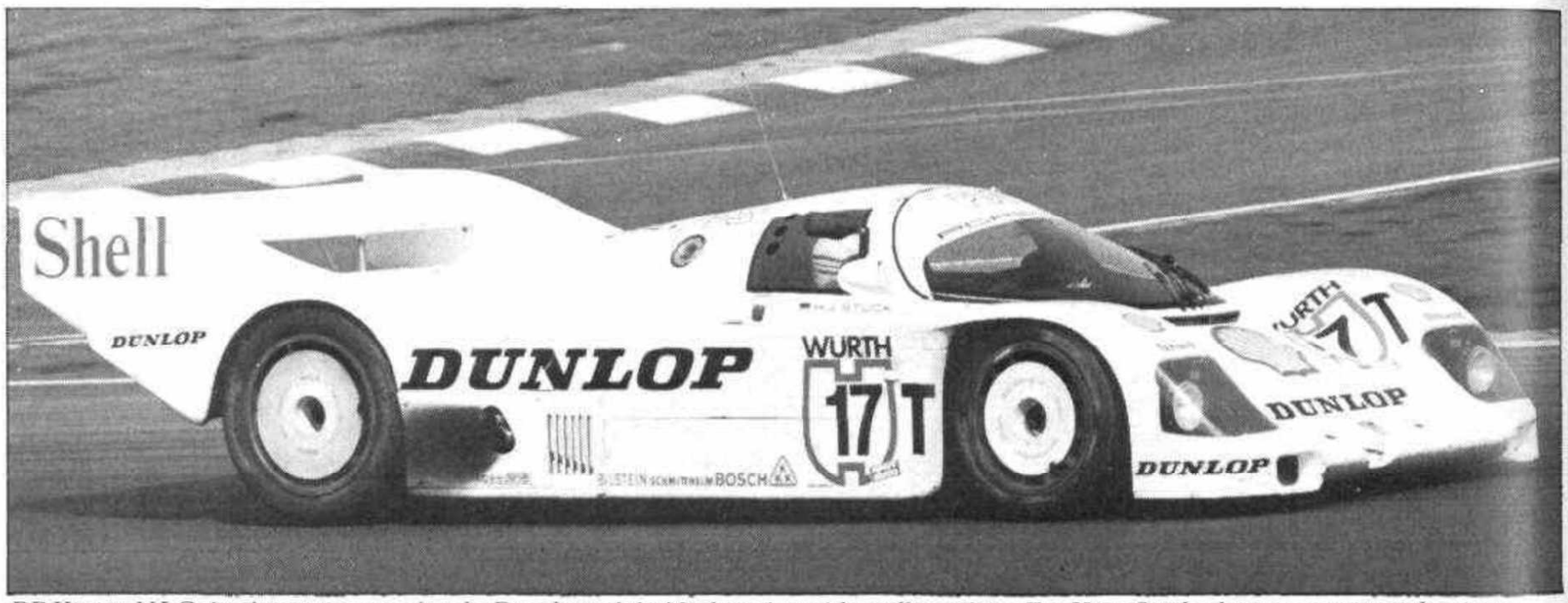
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PDK gave MLC the chance to get used to the Porsche and the Nürburgring without distractions. For Hans Stuck, there were greater advantages.

Investing in the Future

Porsche has been developing the PDK semi-automatic transmission in competitions for four years, and the programme ended when Hans-Joachim Stuck won this year's German Würth Supercup series in his lightweight 962C PDK.

The day after the final round, at the Nürburgring, we were invited to drive the 650 bhp Group C car and gather impressions of the twin-clutch transmission, which now goes into the intensive development stage for passenger cars of the 1990s. It will be expensive without doubt, but offers the advantages of automatic transmission fully controlled by the driver, dispensing with the power-absorbing hydraulic torque converter.

The cockpit of a 962C is a snug fit, and the matt black fascia is riddled with strange gauges which include water temperatures on both banks of the twin-turbo flat-six, fuel pressure, oil pressure, oil temperature, fuel consumption, the tachometer with a yellow line at 8200 rpm, and an array of red, white and orange lamps.

There was, to be truthful, no chance to check the gauges properly even once in eight laps, since the 962C demands total attention around the *neue Nürburgring*, but the engineers had sufficient faith to tell me to stop only if any of the lights came on.

The gear lever is short and sturdy but does not have a gate. Moved to the right it selects neutral by disengaging both clutches, and to select first gear it is pulled to the left and back, with a very light touch since it is actually an electrical switch.

Upward shifts are effected by pushing the lever forward, downward shifts by pulling it back, and to make the driver's life easier still there are two thumb-buttons on the steering wheel which replicate the lever movements, the upper button for higher gears, the lower button for lower gears. It all sounds terribly easy, and became so once the alien experiences of driving a powerful racing car on an unfamiliar racing circuit had been absorbed.

PDK is shorthand for *Porsche Doppelkupplungsgetriebe* and the transmission consists of two shafts, each of which has its own clutch. One shaft carries first, third and fifth gears, the other second, fourth and sixth gears (the 962C does not have sixth though), and the shafts are alternated by opening one clutch and clamping the other, instantly.

The principle is not complicated in engineering terms but control is a very different matter — a nightmare of solenoids, switches and dual hydraulics. Hans Stuck lost the 1986 World Sportscar Championship for Drivers because a twopenny electrical contact failed at the Norisring, something which took five minutes to trace and five seconds to rectify, but that was Derek Bell's gain.

A digital display directly in front of the driver shows two numbers, the gear selected and the gear engaged, so from the pits the numbers read 1/1 when first was engaged. Since the shifting is immediate, the numbers match throughout acceleration (2/2, 3/3 and so on), but downshifting is child's play since the lower gear cannot be selected until road speed has fallen appropriately.

At full speed on the straight in fifth gear, the driver would knock the lever backwards three times, or punch the lower button three times, to select second gear for the corner ahead. The readout will show 5/4, 5/3 and 5/2 in quick succession, and the lower gears will be engaged in sequence in the braking zone, leaving the transmission ready for acceleration when the corner is reached.

The clutch has a long, heavy travel and bites suddenly near the top of the movement, which is rather disconcerting. It is only needed for starting off though, and, having managed to get the Porsche moving without stalling, pressure on the organ-stop throttle literally launched the car down the pit lane.

Lever forward for second and the Concorde-like surge continues, onto the clear track and towards the Castrol ess-bend. The engine note has dropped, and a dab on the brakes sets the car up for the chicane before accelerating downhill to the second-gear Veedol curve.

Each upshift is instantaneous, and offers Stuck and Bell the advantage of keeping the turbocharger spinning freely, eliminating the so-called turbo lag. Downhill through the Ford curve, taking fifth for a couple of seconds, then pull the lever three times while braking for the horseshoe-shaped Dunlop curve. This is good!

The first couple of laps were exploratory, and nearly included an unintended visit to the pit-lane at the Römer curve. Doing what comes naturally, I was using the gear lever conventionally, pulling to change down one ratio at a time, but as the car and the track came into focus I began to realise its advantages and pre-selected for the corners ahead.

Not until my third lap did I remember the thumb buttons, which immediately became favoured. Engineer Walter Näher had warned with a smile, and with his arms crossed: "Don't forget, if you're in the corner the controls may be reversed!". It sounded like

Porsche 962C PDK

"Sound Barrier" all over again, that mythical shaking of the controls as the speed of sound is reached, but really could not have been easier.

It is impossible to damage the engine since it cannot downshift prematurely, a point Stuck makes strongly. "It would be a big step forward now for Formula One, especially with the normally-aspirated cars which don't have a weight problem. It's so much easier for the driver, you can't break the engine with bad shifting, and the more corners there are, the greater is the advantage. It would be fantastic for the street circuits."

All very true. I found, as a journalist, that PDK was giving me the opportunity to concentrate on the car, its behaviour, and on the lines of the circuit without distractions. For Stuck and Bell, the advantages have been the stepless, fractionally faster acceleration, elimination of turbo lag, the chance of being in the correct gear at all times, and more . . .

"You can change gear in the middle of a corner," says Stuck, "and I like it especially when it's raining. If the tail begins to slide, you simply press the button and change up a gear, and the car accelerates better."

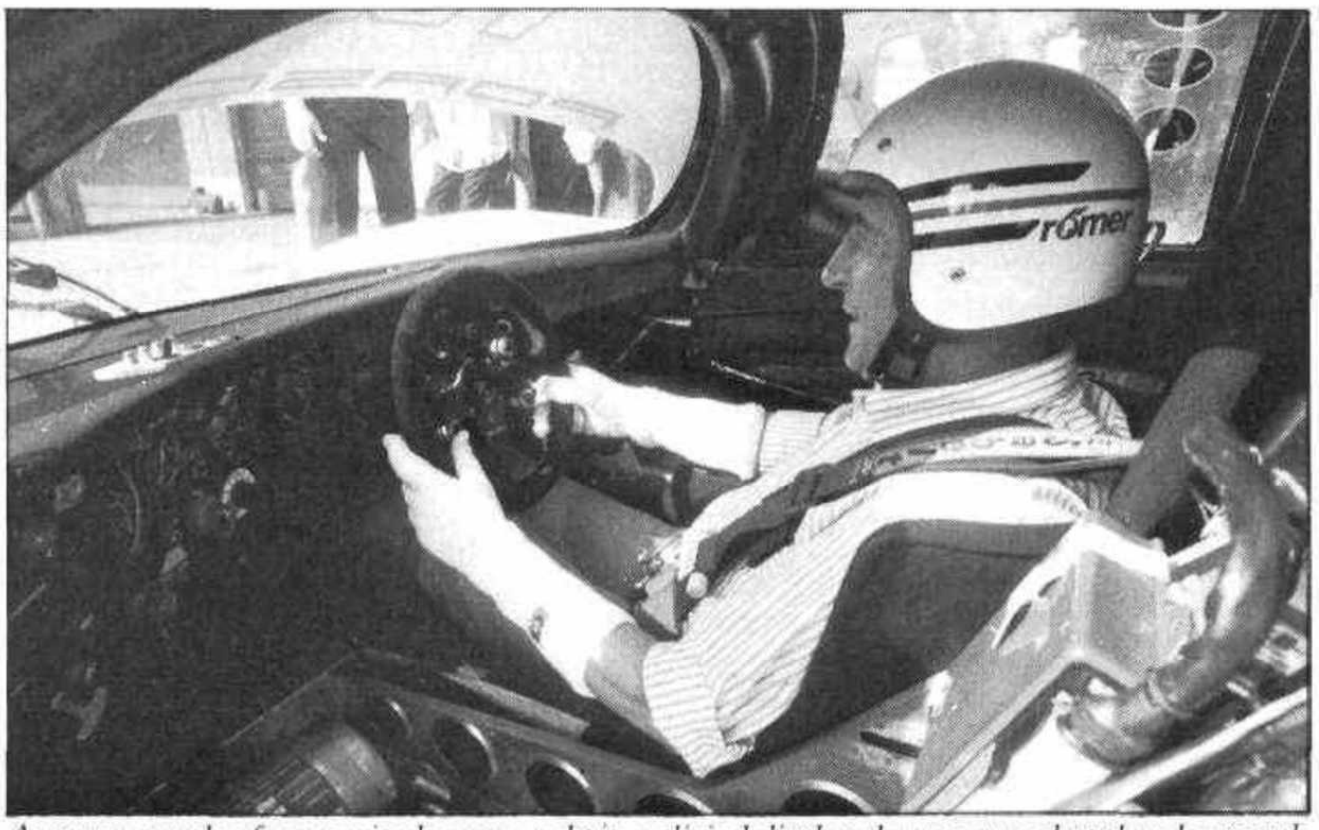
It was possible to check this on the uphill run from the Dunlop curve, which is second-gear for Stuck and the novice alike. It's the one place, perhaps, where the inexperienced driver need not lose too much time, and with familiarity I could, indeed, bump the outside kerb and feel the rear wheels losing grip under the strain of transmitting full power. Press the top button, third gear responds, and the 962 is launching itself up the gradient towards Yokohama curve, where heavy braking is needed for the 90° left.

All that power in a thoroughbred racing car weighing 850kg becomes very addictive. The brakes are superb, naturally, and at 20 seconds off Stuck's best times the ground effects are hardly working, allowing the Porsche to offer a reasonable ride. There is springing, it can be felt over the bumps, and although the engine is loud it is not ear-splitting.

The overriding impression, especially out of slower corners, is of colossal acceleration and of the speed with which the needle reaches 8200 rpm. Logically, though, fifth-gear acceleration on the straights is impressive but not searing, and you can begin to realise why drivers always want even more power!

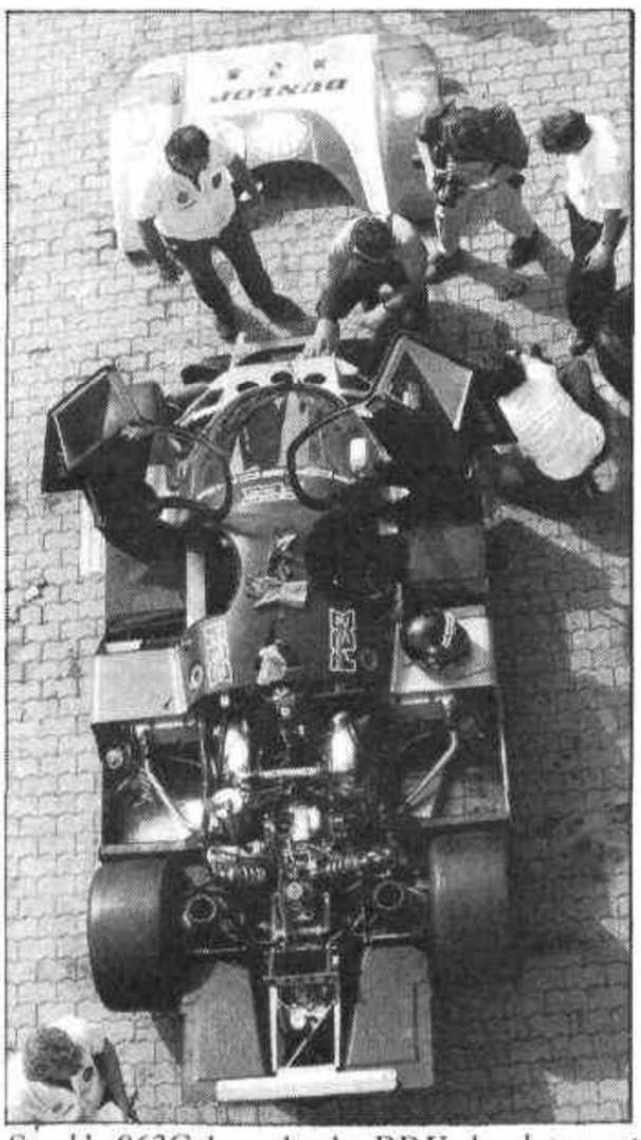
The 962C PDK would unquestionably make the world's finest road-going supercar, if only it could be legalised, and eight laps of the Nürburgring passed quickly, in 14 minutes to be exact.

The signal to come in was shown all too soon as I was ready to drive another eight laps, to take a higher gear here and there, to find a better line for the Bit-curve, to do this and that to narrow the embarrassing 20-second disparity! I remembered driving the six-speed 959 road car at the Nürburgring last August — the transmission then made my right arm ache after 20 minutes and left me not unwilling to stop for a think!



Among a gaggle of gauges in the snug cockpit, a digital display shows gears selected and engaged.

Porsche's next Group C car will be powered by the latest Indy V8 engine which, with a lower crankshaft line, will require a completely new gearbox. It will have a conventional transmission, competitions director Peter Falk tells us, and development of the PDK system will now be progressed for the passenger car lines: 944, 911 and 928. There are already prototypes of all three at Weissach, some without a clutch pedal at all, and within five years PDK will be offered as an expensive option.



Stuck's 962C brought the PDK developement programme to a close at the Nürburgring.

There have been many automatic, or semi-automatic transmission designs in racing throughout this century and WB could doubtless reel off a long list. Eminent designs have included the Wilson pre-selector on the ERA, HWM and Connaught Grand Prix cars, the Cotal electric gearbox used by Delahaye, the Hobbs Mechamatic raced by David Hobbs in Jaguars and Lotuses a quarter of a century ago (sorry David!), the GM two- or three-speed designs used in Jim Hall's Chaparrals, and if you like, Porsche's Sportomatic transmission with electric particle clutch-plate separation.

Is PDK worth getting excited about, or is it just a new approach to an old idea? It is heavier than a conventional transmission, certainly, though the penalty has now been reduced to just 15kg and Porsche can live with that because it gives a net improvement in lap times.

It was designed at Weissach around 1970 but shelved for at least ten years because it needed the new electronic technology to perfect all its advantages; for the future it will offer Porsche's customers the benefits of higher performance, better economy, six forward speeds perhaps, and a better chance of being in the correct gear at the right time.

PDK can also be tailored to allow fully automatic gearchanging, up and down the box, with override control at the driver's hand, and these refinements have already been tested in the 962C though not actually in a race.

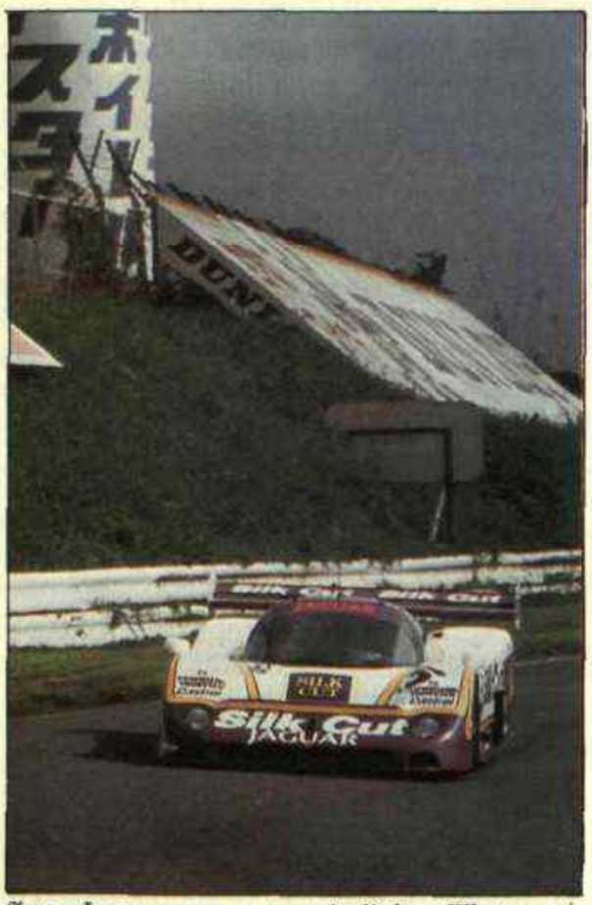
At the very least it will be a fascinating device for Porsche's future customers to play with, and one I would love to try in a 944 Turbo for instance, but only time will tell if it is a major breakthrough in automatic transmissions.

We should know by the year 2000! **MLC**



Under the aegis of Mount Fuji and a large Japanese crowd, Nissan (No 28) and Toyota (No 36) line up at the front of the grid.

Finishing on a High Note



Jan Lammers partnered John Watson in Jaguar's eighth victory out of ten events.

Jaguar finished the 1987 World Sports-Prototype Championship with a splendid one-two victory at Fuji, following up the double success at Spa-Francorchamps two weeks previously. John Watson and Jan Lammers finished less than a minute ahead of Raul Boesel and Johnny Dumfries, with BLR's Porsche 962 three laps behind.

Although outgunned in qualifying, where a turbocharger is a vital asset for the climbing one-mile main straight, the Roger Silman-managed Jaguar team soon asserted itself in the race, Lammers keeping close to Alan Jones in the Tom's Toyota. With the exception of this "works" Toyota, Japanese cars were generally disappointing despite taking the first three grid positions, and when the Jones/Lees/Sekiya entry retired just short of half-distance there was no competition for the Silk Cut team.

The weekend got off to a thoroughly bad start when it was learned that the eleventh and final round at the new Nishi-Sendai track was likely to be cancelled (this was confirmed after the Fuji race) because the circuit had failed no fewer than three FISA safety inspections.

Group C is under threat from FISA, and a cancellation was the last thing the European teams wanted. Hans Stuck failed to join Joest's team after breaking his wrist at home, World Champion Raul Boesel was detained by Japanese immigration for 48 hours for failing to arrive with a visa, and all the while ominous clouds spilled from Mount Fuji, laden with rain. A lot of people wondered whether the trip had been worth making . . .

Times were about four seconds slower than before since a fairly slow chicane had been installed on the downhill section. On a drying track on Saturday morning, Jones claimed a provisional "pole" at 1min 32.092sec, though almost counting the days until his Japanese contract expires. Lammers was half a second slower in the Jaguar, and even at that stage felt confident enough to believe he would win.

Conditions improved considerably in the afternoon and Takao Wada surprised everyone by claiming pole position at 1min 10.021sec in the Person's-sponsored "works March" Nissan R86V. The factory Nismo Nissans were on the fourth row, the Japanese crews (plus Britain's Dave Scott) no doubt wondering whether the new V8 engine is such a good idea after all. Last year's V6 now has ample power with good reliability, and the V8 will undergo heavy development before next season.

Geoff Lees put the Tom's Toyota on the front row, just ahead of Ross Cheever in the Dome Toyota shared with Eje Elgh. Jaguar's computer had the American listed as Cheever Junior, although Senior was in Spain at the time. Mauro Baldi was fourth fastest in the BLR Porsche, Lammers fifth, and Jochen Mass sixth in the Brun Porsche shared with Oscar Larrauri.

Mount Fuji 1000km

The first hour of the race provided great entertainment as Lees and Lammers battled for the lead, the Toyota having the upper hand. At the end of the first stint, though, Jaguar noted that the Toyota stopped two laps sooner and took two litres more of fuel, which was highly significant. "After that," said Lammers, "I felt that the Toyota was not really ahead of us at all, and we drove our car accordingly."

Watson, who still had not been offered a contract for 1988, drove every bit as well as in the season's opener at Jarama, coming from the pits in front of Jones and pulling away. A pace car period brought the two cars together again and when a C2 had been dragged off the track Jones made use of the boost to pass the Jaguar, while Dumfries moved up smoothly into third place.

Elgh's Toyota had retired early with a blown engine, and Hasemi's Nissan lasted only two laps before a driveshaft broke; Hoshino's Nissan was midfield, behind Velez in the Spice Pontiac, lacking grip from its Bridgestones and tending to overheat its V8.

At one-third distance the Tom's Toyota was the only domestic in contention, and Masanori Sekiya went out for the third stint with instructions to go easy on fuel. That he did, but the turbo started overboosting, dropping him to fifth; then an ignition lead broke and stopped him on the course.

At half-distance the two Jaguars were 50 seconds apart and two full laps ahead of eight Porsches, the best of which was the From A entry driven by John Nielsen and Hideki Okada. They lost time, later, when the ignition cut out and caused a nine-lap delay, allowing Baldi and Mike Thackwell to occupy third place to the finish.

Although Lloyd's Porsche offered the drivers difficult downshifting they kept up a cracking pace while the Brun, Joest and Kremer teams vied for fourth place. Derek Bell and Geoff Brabham were there too, in an ex-works Porsche owned by Vern Schuppan and sponsored by Rothmans Japan, but lost a vital minute when a brake-pad change went badly.

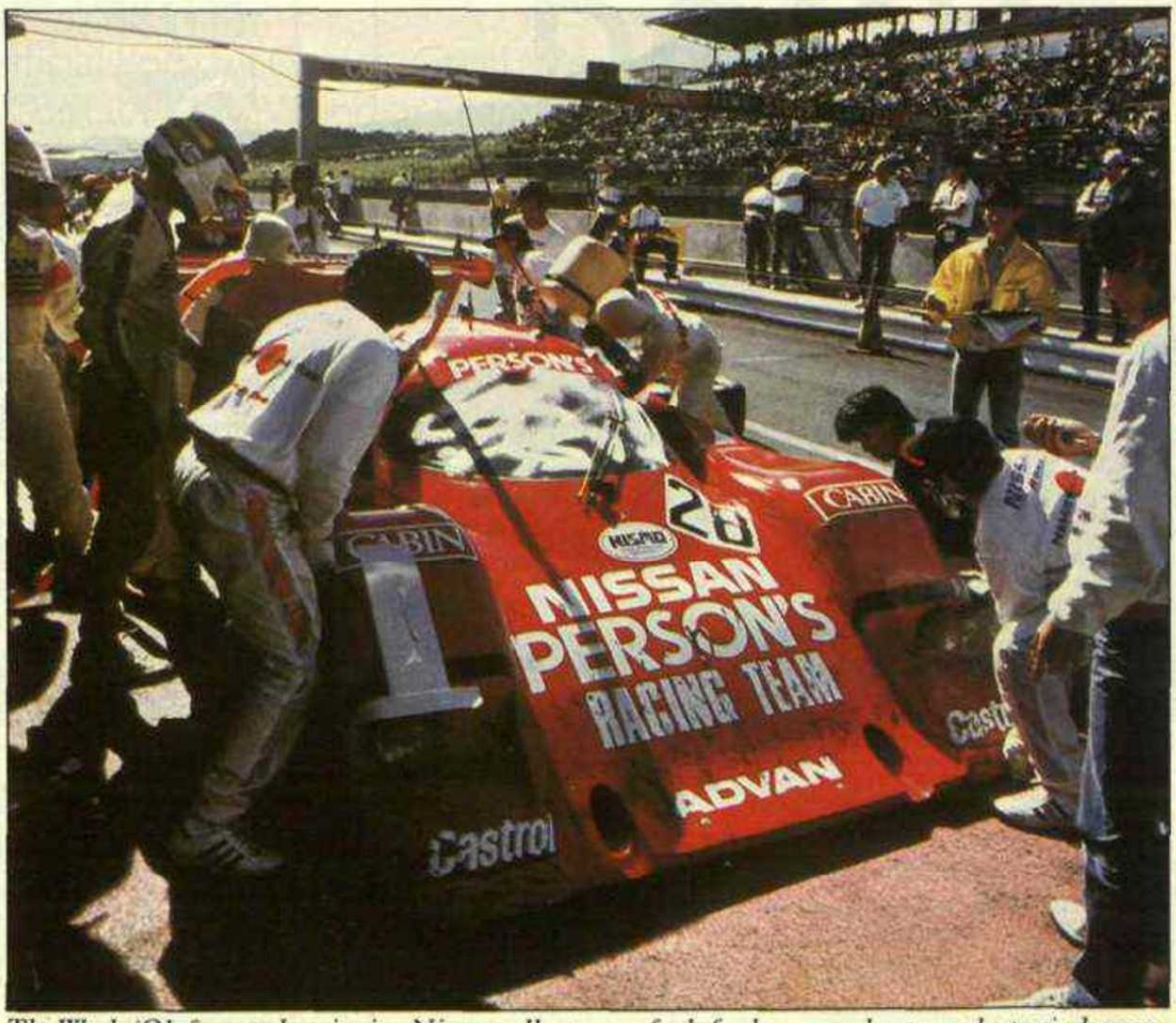
Bob Wollek's Joest Racing Porsche retired in the second hour when co-driver Harald Grohs was nudged by a Jaguar (which one he did not know). It was not much of an accident, hardly worth mentioning except that an exhaust pipe was closed up, and the engine expired almost immediately.

Volker Weidler and Kris Nissen were going particularly well for the Kremer brothers, only to lose a certain fourth when Nissen ran low on fuel in the last stint, and stopped on the final lap. Into fourth, gratefully, went Mass and Larrauri, whose Brun Porsche had poor brakes and a factory 3-litre engine badly in need of an overhaul after completing the Nürburgring and Spa races.

Wollek joined "John Winter", Stanley Dickens and Frank Jelinski in Joest's surviving Porsche, which finished fifth lacking boost pressure, but since the regulations allow only three drivers per car, there was a bit of a cover-up and Dickens was not listed in the results.

Eighth overall was the C2 class-winning Spice Pontiac Cosworth driven by Gordon Spice and Fermin Velez, who repeated their Spa performance and trounced the Ecurie Ecosse team. To finish ahead of the Scots was vital for Spice, since it assured his make of the Teams' Championship, but the margin of seven laps, following a margin of six laps at Spa, amazed Swiftair team-manager Richard Williams, who is more used to seeing mere seconds decide the issue. The Spice team has made substantial progress in the latter part of the season, and is likely to remain in C2 next year while Ecurie Ecosse moves up a division, with Aston Martin power.

The result at Fuji confirmed what has been clear since Brands Hatch in July, that the Silk Cut Jaguar team has a clear superiority over the "conventional" Porsche teams. Unless Brun, Joest and Kremer follow Richard Lloyd's line of development it is hard to imagine that Jaguar will not repeat its triumphs in 1988. **MLC**



The Wada/Olofsson pole-winning Nissan collects more fuel, fresh tyres and a spruced-up windscreen.

1987 WORLD CHAMPIONSHIP

Teams

Silk Cut Jaguar	178
Brun Motorsport	91
Porsche AG	74
Joest Racing	63
Brittan Lloyd Racing	58
Kremer Porsche Racing	41

C2 Teams

Spice Engineering	170
Ecurie Ecosse	157
Kelmar Racing	49
Team Tiga Ford Denmark	46
Lucky Strike Schanche	36
Chamberlain Engineering	36

Drivers

Raul Boesel	127
John Watson/Jan Lammers	103
Eddie Cheever	100
Derek Bell/Hans Stuck	99
Oscar Larrauri	69

C2 Drivers

Gordon Spice/Fermin Velez	140
Ray Mallock/David Leslie	115
Mike Wilds	73
Marc Duez	54
Thorkild Thyrring	46

RESULTS

Fuji 1000km (224 laps), September 27

1st:	Jan Lammers/John Watson	7.0 Silk Cut Jaguar XJR-8	5h 40m 55.6s
2nd:	Raul Boesel/Johnny Dumfries	7.0 Silk Cut Jaguar XJR-8	5h 41m 52.1s
3rd:	Mauro Baldi/Mike Thackwell	3.0 t/c BLR Porsche 962C	221 laps
4th:	Jochen Mass/Oscar Larrauri	3.0 t/c Brun Porsche 962C	218 laps
5th:	Frank Jelinski/Stanley Dickens/Bob Wollek	2.8 t/c Joest Porsche 962C	218 laps
6th:	Derek Bell/Geoff Brabham	3.0 t/c Rothmans-Porsche 962C	218 laps
7th:	Takashi Yorino/David Kennedy	3.5 Mazdaspeed 757	213 laps
8th:	Gordon Spice/Fermin Velez	3.3 Spice Pontiac DFL C2	210 laps
9th:	John Nielsen/Hideki Okada	2.8 t/c From A Porsche 962C	209 laps
10th:	Vern Schuppan/Keiichi Suzuki/James Weaver	2.8 t/c Team Trust Porsche 962C	209 laps



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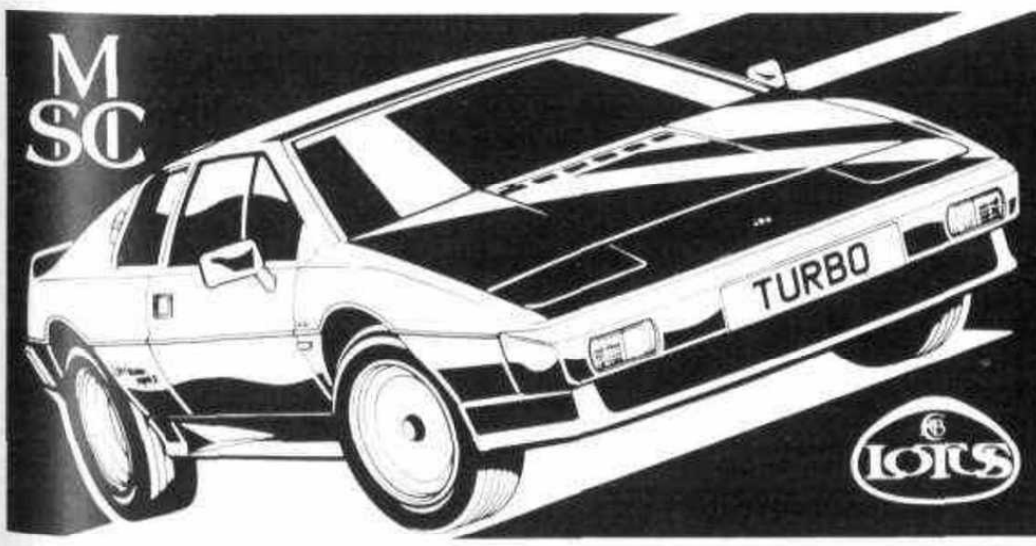
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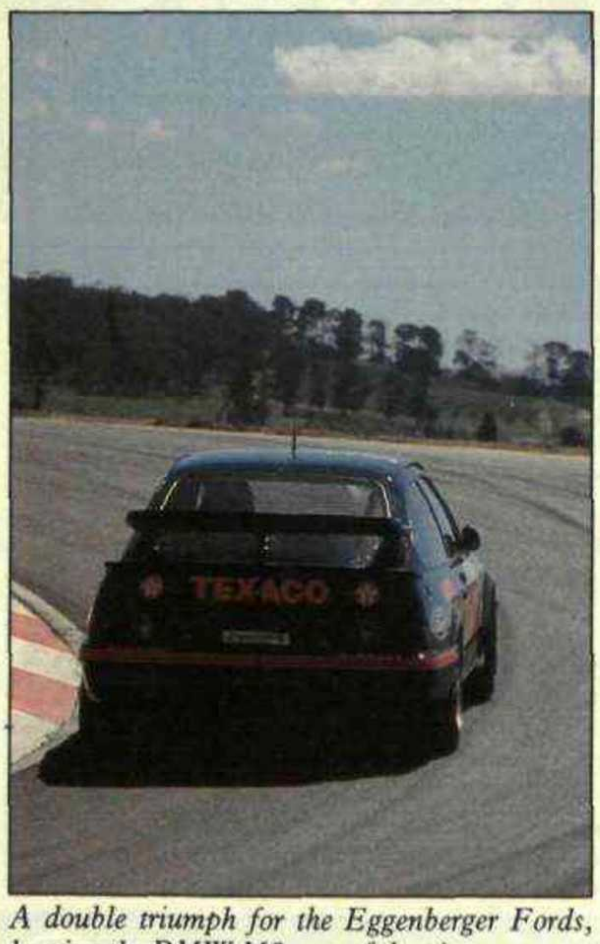
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Main challenger to the Fords was the Holden Commodore of Brock/MacLeod/Parsons, which took third, egged on by a partisan crowd.

Legend and Controversy



A double triumph for the Eggenberger Fords, leaving the BMW M3s out of the picture.

The annual Bathurst saloon car race ended on somewhat of a low note this year amidst a mass of controversy. This legendary race, held in Australia, acted as the eighth round of the World Touring Car Championship and nearly all of the European teams made it "down under" to take on the Australian outfits on their home ground.

As usual the Hardies Heroes one-lap qualification run was staged with a massive $20,000 prize fund for the team which took pole. Only one blistering lap is allowed, and this time it was the Eggenberger-run works Fords which dominated. Klaus Ludwig and his Sierra RS500 Cosworth took pole and cash on 2min 16.969sec. Fractionally behind was Britain's Andy Rouse and his Cosworth, with Steve Soper taking third.

The race started amidst acrimony with the Eggenberger cars running under a cloud. A question mark hung over the legality of the car's arches, and the matter was referred back to Europe.

A total of 161 laps were on the cards for the race, and the Fords of Soper/Pierre Dieudonné and Niedzwiedz/Ludwig led from the start. The pairing came under constant pressure throughout, but managed to hold off any serious challenges to take the spoils.

Australian heroes Peter Brock/Peter MacLeod/David Parsons gave chase throughout with their Holden Commodore, but could not stop the Ford onslaught. BMW's hopes lay with Roberto Ravaglia/Markus Oestreich/Roland Ratzenberger, but came to nought when they were forced to retire with engine problems.

After the race there was further dispute, with fuel samples taken from the winning Fords and sent away for analysis. They later proved to be legal. **TW**



The Peter Jackson Nissan Skylines also scored a paired position, fourth and fifth.

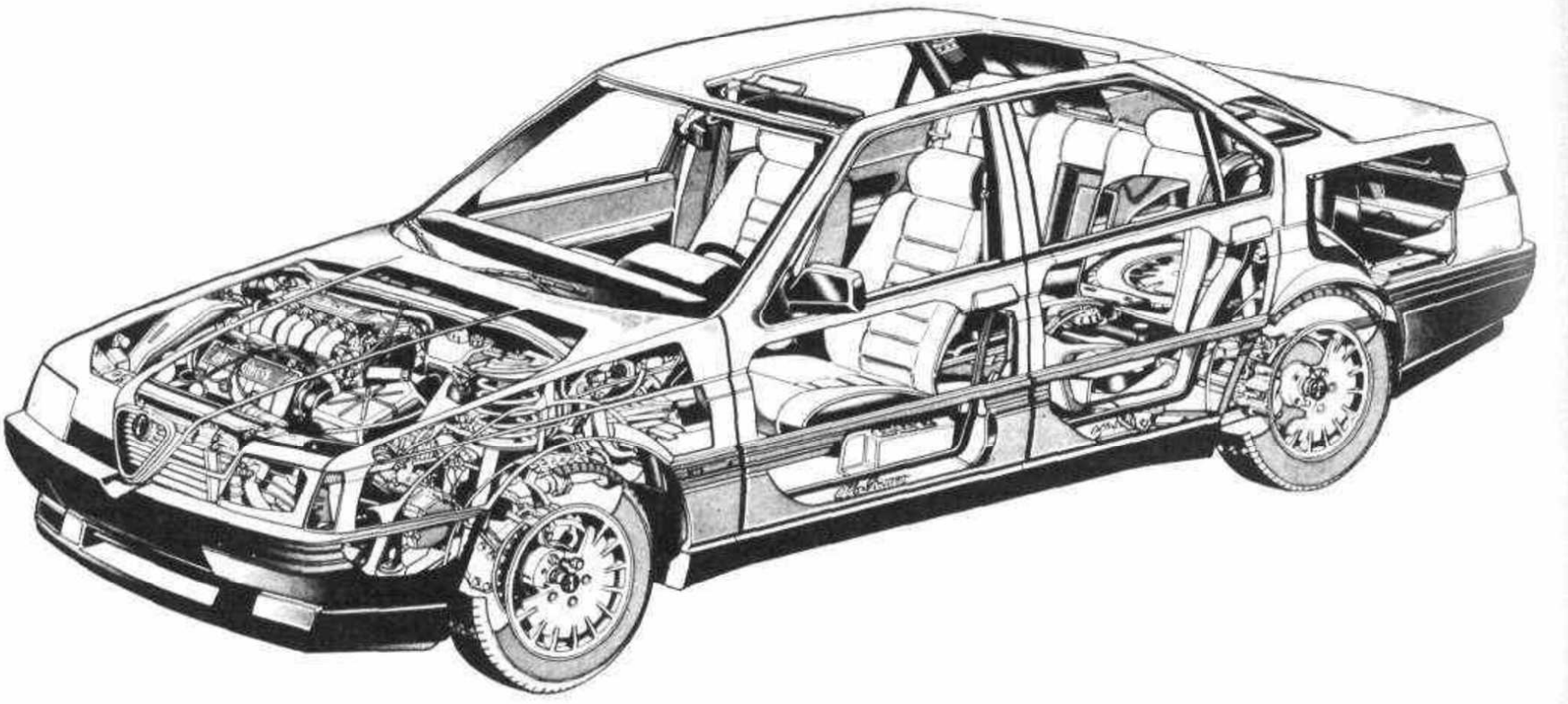
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YVES SAINT LAURENT



Cutaway shows revised intake trunking in vee of six-cylinder engine in its first transverse installation, helping to up power to 192 bhp.

Arese Arrival

Alfa Romeo's new 164 is a significant newcomer and we make no apologies for returning to the subject. After a day at the wheels of three variants on public roads, we feel it worth further comment, for our original announcement (MOTOR SPORT, August 1987) naturally allowed only limited driving experience, and it will be September 1988 before the 164 arrives for RHD sale.

First impressions, reinforced through Italian mileage in the 3.0 V6, 2-litre Twin Spark and 2-litre Turbo, are of sharply enhanced body strength and build quality. Alfa Romeo has not equalled the West Germans with this all front-drive range's interior trim, but it has abandoned quirky U-shaped handbrakes, controls in the ceiling and the sundry rattles exhibited by the current 75 saloons.

There were those, myself amongst them, who thought Fiat-owned Alfa had perhaps civilised the essentials of Alfa character too much in the newcomers. Perhaps we are as quirky as previous Alfas, because we objected to the four-cylinder Twin Spark's noise levels, composed of resonances and transmitted harshness.

Owing much to their low-drag bodies, all the Alfa 164 range, including a 2.5-litre turbo diesel, have maximum speed claims beyond 124 mph. The Pininfarina lines are more attractive from the back than front, where corporate identity has flared its nostrils in complete contrast to the even contours throughout the rest of the panelwork. We did not feel the widely quoted confusion with Peugeot's 405, because the Alfa is physically a much larger vehicle.

Quickest of the Milan-Arese manufactured 164s is the 3.0 V6 at 143 mph, but the fastest accelerating machine, the Thema/Croma 2-litre turbo-powered 164 (0-62 mph in less than 7.5 seconds) will not be coming to Britain.

The 164's Garrett AiResearch T3/50 installation was a latecomer to the development programme at Fiat's top managerial insistence. It certainly is fast, but as with many powerful front drive turbos (it has a believable claim of 175 bhp, on a par with Saab's 16V turbo) the full boost action of the turbo destroys front-wheel drive traction and upsets the steering. Driving decorum is an answer, but one wonders how long it will be before the inevitable 4WD layout is offered publicly?

As driven in Italy, the 164 earns premium points for its chassis composure over a wide range of speed and surface changes: only at low speed over subnormally bad tarmac was the ride quality below that of the sporting Citroën BX GTi, which is quite a compliment for a conventionally strut-suspended motor car.

The five-speed manual gearboxes were a delight to use at any pace, and it has been a long time since we were able to say that of a current Alfa Romeo! Also worthy of record as plus points were the sheer space and improved logic of the interior, powerful braking which avoided the Italian preoccupation with over-assistance and accurate, albeit impersonal, steering.

Alfa has obviously taken Audi's 100/



Fine lines for such a large car.

200-series ventilation trials to heart with the fitment of eleven air outlet grilles within the cabin, but you are naturally better off with the automatically-controlled air-conditioning that is optional on LHD models.

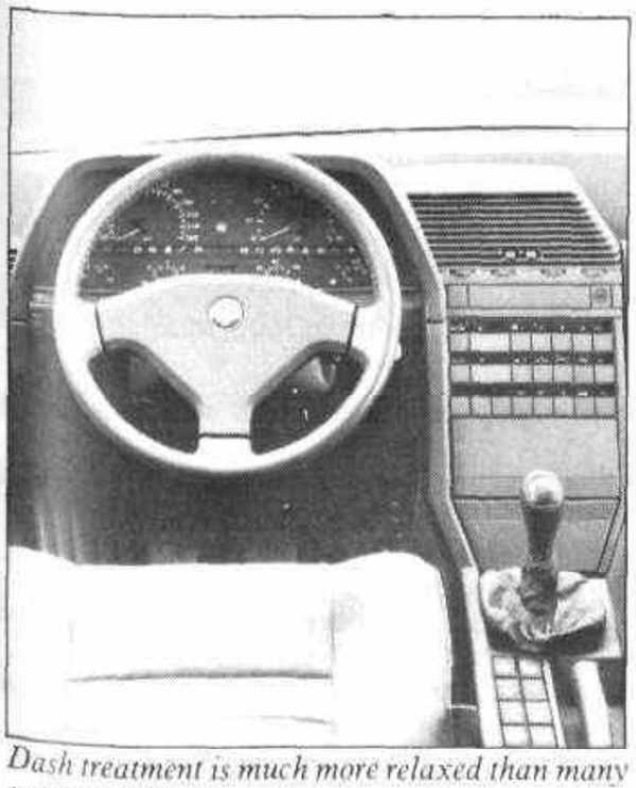
TKM-owned Alfa Romeo (Great Britain) Ltd expects two versions of the accommodating 164 in 1988. Initial sales will revolve around the 3.0 V6. That 60° alloy masterpiece now yields 192 bhp in place of the 75 saloon's 188 horsepower, but making less of its glorious exhaust note with extra silencers beneath the front-drive floorpan.

A priority in this class is the enormous spread of torque with 85% of the maximum 180 lb ft reporting at little over tickover, 1000 rpm for the V6. Peak torque is at 3000 revs, so that, stepping from a Twin Spark to a 3-litre, one is always conscious that the bigger vee unit demands less gearchanging and is the more civilised long-distance companion.

The modest power increase is a result of induction and exhaust changes in the switch to transverse installation, plus the latest Bosch ML 4.1 electronic injection and ignition management.

The V6 is expected to cost over £18,000 in Britain, where it will be equipped with many of the items that are on the option list in LHD. Included amongst those options are Bosch ABS four-sensor braking Alfa's first use of the system), a four-speed automatic gearbox and 205/55 VR 15 tyres. We tried the cars only on standard 195/60 VR 14 MXV Michelins which proved satisfactory around a dry route.

The Twin Spark is to be sold in Britain, "a couple of months" after the 3.0-litre's RHD debut and provisional price thoughts start "around £16,000". Again a higher level of trim than LHD equivalents is expected. Since all models have rack-and-pinion power steering, ventilated four wheel disc brakes, central locking, front electric window operation and mirror adjustment, one need feel little compassion for deprived continentals. **JW**



Dash treatment is much more relaxed than many previous Alfa Romeos.

Remarkable Ramar



North-south Cosworth in Solo 2 leans down noticeably.

Ramar Engineering is a young (established mid-1985) and unfamiliar name, but if the Panther Solo 2 is a commercial success it will owe a largely unacknowledged debt to Ramar's all-wheel-drive prowess.

For it was Ramar at Kelvedon Hatch near Brentwood in Essex which executed the significant mating of Sierra Cosworth's 204 bhp, a Borg Warner T5 manual gearbox (also used in Sierra Cosworths) and the essential components of a Ford Sierra 4×4's unequal power-split 4WD system. Significant because Ford is believed to be working on a similar alliance, but within a Sierra body, for 1989 Group A World Championship rallying.

However, Ramar could not simply transfer 4×4 expertise to Panther. For the rear-mounted Ford Cosworth demanded a reverse direction set of helical gears in the transfer box, which is bolted to the gearbox.

The transfer box splits power via the usual Ferguson principles of epicyclic gearing to the front (gear train and propshaft) and to the back by a multiple row chain, principles again found in many Ferguson patent installations.

There were a number of other casting and lubrication problems to overcome before the Sierra 4×4 system, including centre and rear viscous couplings, could be developed for production in their new Panther home.

Anyone familiar with the motor industry might wonder how Ramar came to know so much about high performance 4WD. A chat to Ramar director Malcolm Powell and a look at the company shareholdings answers such queries.

Malcolm Powell was one of the original members of the Ford SVE engineering team that produced the Sierra XR4×4 and saw it through to the production stage. He took voluntary redundancy in Autumn 1985 and established Ramar.

Registered shareholders at more than 30% include R Mansfield and R Diggins, better known as Rod Mansfield, SVE's long-serving manager, and Ray Diggins, a key figure inside SVE with particular responsibility for 4WD systems.

Malcolm Powell says frankly, "the Panther Solo 2 started re-design life with an east-west engine installation, but to save Panther money in respect of unique components I repackaged the engine north-south. It lent itself better to a wishbone rear suspension and did not increase wheelbase.

"Furthermore all the design work relating to the rolling chassis was completed by Ramar and submitted to Panther for manufacture. We worked with them up until the end of 1986 and completion of the first running prototype.

"Naturally there were significant changes after we submitted our work, but one I did not understand was the removal of all apparent boot space when the side-mounted radiators turned into one single rad at the back," concluded Malcolm Powell of a project he still holds in considerable affection.

Ramar's expertise was further highlighted at the Force 87 Police Show in October, where the Ford stand featured a remarkable turbocharged Transit with 4WD. You've guessed it, the 100 mph-plus Transit with its 2-litre Turbo Technics motor had been packaged around the first unequal-power-split 4WD system for the Transit by . . . Ramar.

This time the 4WD layout has been re-engineered without the expensive viscious couplings and features a lockable central differential via dog clutches. If your next encounter with the men of blue hue sees them in a 4WD Turbo Transit, rather than the familiar Range Rover, you will know just who to blame! **JW**



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Motor racing is one sport where Britain leads the world. And by investing in the small time we're helping to ensure the future of the big time. Meanwhile, we hope you enjoy Fiesta racing, because it's some of the most competitive there is.

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Best of British

The Rover Group's advertising policy has changed under Graham Day's direction, from corporate ("now we're motoring") to product (Montegos crashing through plate glass windows). Britain's only independent major manufacturer does not seem to be out of the woods yet, but we returned to the MG Montego for a high speed, and often wet, continental tour taking in the Frankfurt Show and the Spa 1000km.

Our conclusion is that the car is refined, comfortable, quick and economical, and would make an excellent purchase at today's price of £10,199.

It seems Rover Group's cars are more highly regarded in Europe than in Britain, and rising export sales more than compensate for flat demand at home. In Germany and elsewhere the MG and Rover badges retain a cachet which we reserve for lesser BMWs and Audis.

Some of our worst memories of BL's products, as they once were, included Minis which drowned out in the rain, early Marinas which lived down to their name and filled with water, "Aggros" with knuckle-barking gear-changes, and almost enough screws and grommets in the boot to finish building the car. To own an Austin or Morris in the Seventies was akin to buying a suit lined with horse-hair, so we approached the MG Montego critically.

There were no unwanted spare parts in the capacious boot, which has a remote control release by the driver's seat. Every item of trim fitted properly and the seats looked, and felt, comfortable for six hours or more at a stretch. The doors opened and shut nicely, with central locking, and a courtesy light stayed on inside the car for 20 seconds.

Digital instruments seen in the early models have been replaced by quadrant dials, though with a spread of merely 120° or so the markings were far too close together. A speedometer needle that wavered at low speed was the single notable fault.

The five speed gearbox, sourced at Honda, is quiet and nice to use, with sporting ratios and a quick, fluid gearchange. Full marks for that, and the complete absence of lost movement in the lever mechanism.

When we first drove the MG in April 1984 it already deserved high praise, but engine noise was rather pronounced and the car was not particularly quiet at high speed. A steady process of refinement has clearly been carried out in the meantime, for although the exhaust system sounds rather sporty from outside, the 115 bhp, Lucas fuel-injected (EFi) four-cylinder engine is no noisier than it should be, though it begins to sound rather strained at over 5000 rpm. By the same token the MG Montego is impressively quiet at speeds up to 100 mph, both as regards mechanical noise and wind rush, and coarsens only a little from 100 mph to its true maximum of 115 mph.

Heavy rain, torrential at times, did not disturb the MG on continental autoroutes. To use the old pub phrase "she didn't miss a beat", even when the wipers could hardly cope on their higher-speed setting, and the Dunlop SP6 tyres cut through standing water with aplomb.

On a couple of occasions there was momentary wheelspin in fifth gear on uphill gradients, to underline the treacherous conditions, but it was possible to maintain a nearly-legal 80 mph in Belgium . . . and the best surprise was to come, when a full-tank check produced a figure of 34.8 mpg over 300 miles, from Oxfordshire to Namur.

Higher autobahn speeds in Germany, cruising at up to 100 mph, returned consistent figures of 30.15 mpg and 30.35 mpg, not allowing for any over-reading of the odometer. The overall average for 1400 miles, all covered as quickly as conditions would reasonably allow, was 32.14 mpg.

The Montego's origins are fairly humble, but an air dam and bootlid spoiler, together with alloy wheels, do give the sporty version a more interesting appearance. The 2-litre engine is mounted transversely, driving the front wheels of course, with higher spring rates and firmer damping than on the Austin. Ventilated disc brakes at the front and self-adjusting drums at the rear provide excellent retardation, lacking any rumbling which was noted in the original MG version.

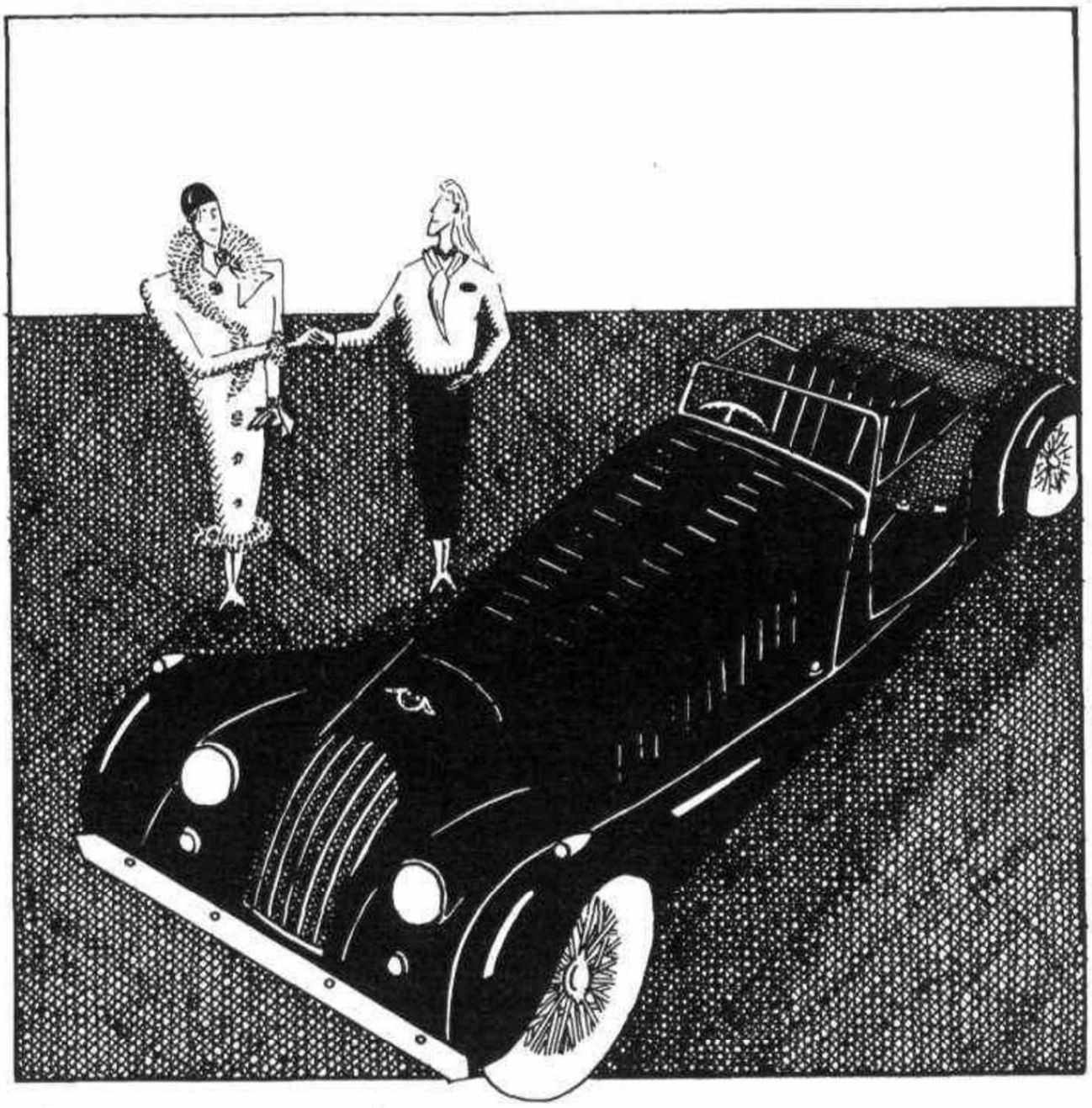
Despite the stiffened-up suspension the ride quality was very good indeed, markedly so on broken secondary roads, and understeer is not pronounced although, certainly, the front tyres let go first. There is a build-up of body roll which would inhibit hard cornering with passengers aboard, but generally the MG has the manners of a sporting saloon, as the standstill to 60 mph acceleration time of 9.5 sec confirms.

The fascia layout could be much better ergonomically, as the heater slides are masked behind the steering wheel and some of the instruments and controls are fiddly and hard to lay hand on at night. The general layout of course, dates back to the Maestro's introduction in 1983, and should last until the R8 Honda-collaborated replacement comes along, at a date in the early Nineties which is kept a secret.

In terms of performance *value* the MG Montego comes out well ahead of the Audi 80 and the BMW 318i, and will probably continue to do so when the revised BMW, also with 115 bhp, reaches the British market. It may lack the aerodynamic style of the Ingolstadt model, and the prestige attached to the Munich roundel, but it demonstrates that British engineering and build standards have risen sharply in the past few years and can be compared with those of Japanese and German manufacturers.

The seating is softer and more comfortable than is usually found in German cars, the decor less plasticky than in Japanese products, and it would be a pity for the Rover Group if British customers are the last in the world to appreciate the new-found quality standards.

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Middle Mazda

Building on an established model range is usually a case of steady development, and that is just what has happened to Mazda's middle-sized saloon. Sandwiched between two high-performance offerings, the low-volume high-profile RX7 sportscar and the little 323 Turbo 4WD hatchback, even the most sporty version of the new 626 is somewhat overshadowed, but it is competent and refined and surprisingly fast.

Naturally, the bulk of 626 sales will be bread-and-butter versions, which start at 1800cc in both four-door saloon (£8179) and five-door hatch (£8439) forms. The saloon is pleasant if uninspired to look on, but the hatch retains at least a little of the style of its rather striking predecessor. Completing the family is a shorter wheelbase 130 mph two-door coupé which shares the family nose, but adds chin and tail spoilers and "blister" treatment of the wheel arches.

Apart from the two 1.8s, the range is powered by one of two 2-litre units: GLX cars have 108 bhp from a 12-valve sohc carburettor engine, while the two top choices boast a 16-valve injection four with yet another new device to improve low-end torque. Output of the twin-cam is 146 bhp, with torque lagging a little at 134 lb ft, which is not really too far ahead of the 12-valve engine's 122 lb ft. Mazda's torque booster, which lacks the usual acronymic title, uses the ram-charging principle of long inlet tracts to strengthen the response up to 5200 rpm; but since this effect begins to reverse at higher rpm, the effective length of the tracts is then shortened by opening up a crosspipe which interconnects all the ports. This occurs at 5200 rpm, when the engine control system opens a quartet of butterflies between the ports and the transverse pipe.

The changeover point is not apparent to the driver, but the response curve of the engine certainly appears to be smoother than other 16-valve engines; it is not absolutely necessary to drop down a gear to overtake, but the sporting driver will probably want to, as the power levels off at a strident six grand, with torque peaking only 2000 below that. Mazda claims 8.3 seconds for the 60 mph dash, though our figures gave a best of 8.8 sec. With the throttle wide open, some noise is obvious, but gentler driving can be very quiet.

Like the 323 4WD Turbo, the rear wheels are positioned by two parallel lateral arms and a forward link, with a vertical spring strut, and like the RX7 the various bushes are arranged to give toe-in under cornering. (Mazda's sophisticated rear-wheel steer system will not be seen here for a few months yet.) At the front another spring strut is balanced by an L-shaped lower arm.

One of the new car's features is that every model comes with power-assisted steering, a simple engine speed-related system for the 1.8, but for all other models there is a sophisticated version sensitive to both rpm and mph. It is not quite so delightful as on the rear-wheel drive RX7, but it feels remarkably pleasant for this level of car.

Another "luxury" now finding its way down the market is ABS, and Mazda's is a full four-channel system giving individual wheel control. It is standard on the two GTs, though so far not available for any others.

Inside there is a softer look to the dash, with a sweeping curve enclosing the clear instruments. Comfortable seats are widely adjustable, particularly the bucket-type ones in the GT models, which also have a wonderfully useful sliding tray beneath, while safety belts can also be tailored to fit. Upper variants feature the expected electric luxuries such as locks and windows, but even the cheapest 1.8 comes with a Clarion radio/cassette.

Our chance to drive the 626 came in speed-fearing America, but even at the 55 mph limit the cars (in British spec) proved more comfortable freeway cruisers than the soggy home-grown offerings I was to drive later, and happily ran up to three figures in comfort.

Quiet and smooth without being over-soft, even the sportiest GT Coupé absorbed holes without complaint, but could also turn its wheels to some of the delightful winding roads south of Atlanta, Georgia, and put in some very rapid motoring. A quick gear-change lets the driver keep the engine on cam, and its stable and grippy cornering on 195 tyres is well up to standard for this class of coupé.

Not that the sports-minded customer is restricted to the two-door; Mazda has had the good sense to offer the 2.0 GT performance in a five-door version too, for the family man. Prices are £12,949 for the former and £12,749 for the latter. GC

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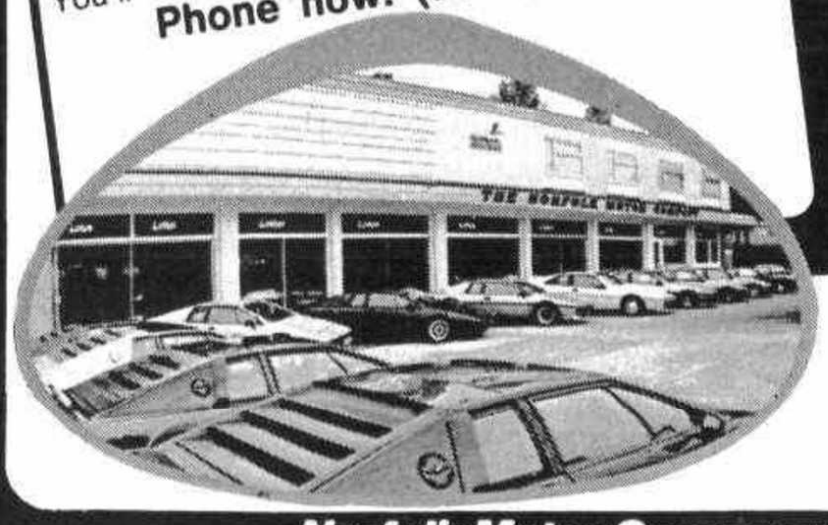
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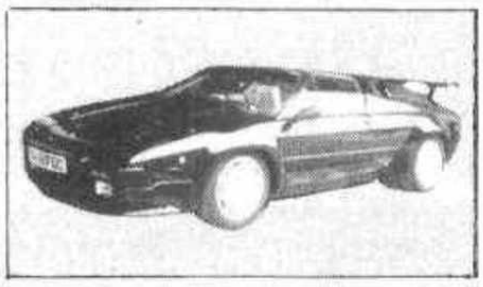
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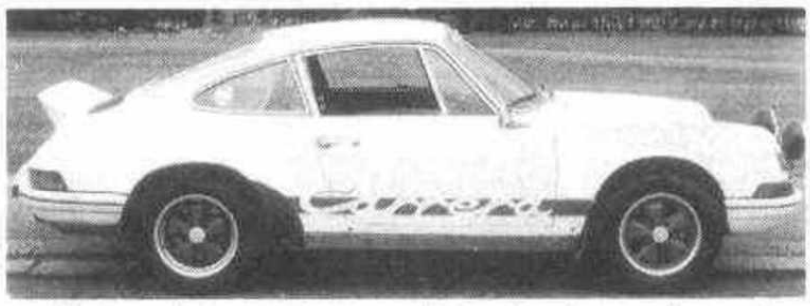
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Round 4 was back at Mallory, with another excellent grid. Richard Chilton, on his 'local' circuit, had the cheek to beat the Class C runners with his Class B car. However, Norman McRoberts hung onto his class, which leaves them both neck-and-neck for the final!
Positions prior to the final:-
Class C (Monsters) Now comfortably Norman McRoberts, with 27.
Class B (Hairy Road) Always comfortably Richard Chilton, but also 27.
Class A (Road) Nigel Spiro, just, from Mick Phillips. Will Nigel be 'resting' for the final?
The final was at Silverstone on October 24th. So by now you'll know!

1988



Plans for next year are looking excellent, especially as Porsche's good friends at PIRELLI have promised to add some appropriately low key support alongside us. It is proposed this be ear-marked for a little paddock hospitality (mine's a pint!).

All we now need is a shorter title: Pirelli and Autofarm Performance Porsche Club Great Britain Modified Porsche Championship!

PROGRESS REPORT
. . . a long hard Summer



Back in April, the challenges of the impending move and the alterations to our new site were somewhat hard to define.

Now we not only know what we're doing(!), but we're well on the way to doing most of it.

OFFICE/RECEPTION/SALES AREA. Come November, our revised and refurbished layout will be in commission. After 4 months sitting in the middle of the showroom surrounded by builders, this could just come as something of a relief.

WORKSHOP. Now equipped with the latest in computerised modular engine analyser and suspension alignment centres, more ramps, plus further new ones imminent!

STORES. By November the stores area, office and counter will be finished, the new shelving in, and we'll be well on our way to sorting and labelling everything. Though loading the computer may take a minute or two!

ENGINE ROOM. The new one is also programmed to be finished by November, which will come as another relief.

COMPUTER. Our new fully integrated system is already commissioned, with VDU and printer terminals everywhere, and some of us already know how to use it!

ENTHUSIASTIC WORKFORCE. Some excellent new talent and their new tea-room's scheduled for November too!

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1979 911 SC Sport Targa. Minerva blue, full history, just serviced **£13,250**
1979 911 SC Targa. Beige, one owner from new, 113,000 miles, freshly serviced, going well **£9,950**
1985 944. Chiffon white, brown pinstripe, full history, electric roof, 29,000 miles **£15,950**
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3.5 Litre RS Style 911. Built by us '81 on '72 car. The original 'Shopping Racer' (Olly Dwarf's weapon!), and always our favourite. Grand Prix white with blue, lightweight trim. Totally practical road machine, ultra competitive Club Competition machine. 276 bhp AT THE WHEELS. Numerous competition successes. See road test, Motor Sport, Feb '83. Maintained in excellent order ..... **POA**



Smooth and Sophisticated

Honda engines' domination of Formula One has generated great respect for the make, but the Integra used to be a car more for mum and dad than the enthusiast, unless the latter borrowed it to drive down to the newsagents to buy MOTOR SPORT.

But since the large, well-arranged 1.5-litre four-door hatchback-type saloon has been given, in EX16 form, the 16-valve transverse four-cylinder 125 bhp fuel-injection engine from the CRX coupé, the Integra has been transformed into a notably quick (117 mph, and 0-60 in 8.6 sec) 1500cc conveyance.

All the convenient features of the older model have been retained, which means controls and instrumentation can hardly be faulted — all neatly labelled, sensibly contrived and including remote releases for the lockable back panel and the fuel-filler flap (even among mostly-alike modern family cars, national characteristics have not quite vanished).

There is little need to describe these controls in detail, since the Integra already has many friends, but the massing of lamps and front and rear wipe/wash controls on the two steering-column stalks is convenient, the steering rake adjustable, and the horn can be sounded with any of the three spoke-buttons. Stowages, if less generous than in some cars, include a cubby, door-bins and a coin-container. Four-speaker stereo is standard equipment.

The EX16 has power-steering, asking 3.6 turns lock-to-lock, but lacks central locking and anything more than a tilt-up removable sun-roof panel. Nor has it electric window-lifts, while the external mirrors have to be set manually. But interior space, boot capacity, fuel range (a 10.3-litre tank) and appearance (enhanced by pop-up headlamps) are all first-class.

The performance of the twin-cam power-unit is impressive, but suspension and steering do not quite provide as much secure enjoyment as might be expected; on slippery surfaces there is some torque-steer, on rough ones some quite vicious bump-thump at times. The gear-change is smooth and light, in true Honda style (so few makers seem able to manufacture truly good gearboxes nowadays); there is the slightest trace of whine in overdrive fifth gear, in which this Integra cruises at under 4000 rpm at 70 mph.

Wind and road noises are notably low, and the increase in power has been met by larger tyres (185/60 × 14 Japanese Dunlop SP Sport D6), bigger and rather over-servoed disc brakes all round, a rear spoiler and deeper front air-dam.

The test-car had an annoying hesitation, caused either by a sticking throttle or by an error in the programming of the Honda PGM-F1 fuel-injection system, which marred slightly the otherwise smooth pick-up (the engine peaks at 6500 rpm, runs to 7000 rpm, and produces 103 lb ft torque at 5500 rpm). A pity, as this is a sophisticated engine with alloy block and head, five-bearing crankshaft, electric fan and, of course, electronic ignition; under-bonnet inspection reveals gold anodised rocker-covers, the ignition distributor driven off the end of the inlet camshaft, and great accessibility of the oil-filler, dipstick and Yuasa battery. There are twin exhaust tailpipes.

A split rear seat adds to the load-carrying ability of this Honda which, with its flush glass, recessed door-handles and concealed headlamps, is a smooth production. I would have liked a bit more "sure-footedness", a proper sun-roof and central locking; demisting was ineffective unless one used full heat to the windscreen, and there was a metallic rattle from the region of the rear seat of the test-car, which had already covered more than 19,000 miles.

I would, however, rate the Honda EX16 as a very companionable car, especially on an urgent journey. The interior is bland, with big unbroken expanses of plastic to match the velour upholstery, but the price (£9450) is right and fuel thirst came out at a most commendable 35.6 mpg. **WB**

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Effortlessness

Just before retiring as Mercedes-Benz (UK) Ltd's public relations manager, Erik Johnson suggested I should acquaint myself with Stuttgart's 560SEL saloon. It was a welcome experience for one who has long regarded cars with the three-pointed badge as the best-engineered in the world.

This four-door 5.6-litre V8-cylinder Mercedes lived up to its great reputation, but there is little need for me to describe all its amenities in detail, since AH has already fully road-tested the 560SEC coupé version of the latest S-class models (MOTOR SPORT, January 1987), and I can only agree with all he said about this largest of the current range of Mercedes-Benz private cars.

Everything about the 560SEL is logically arranged, and functions to perfection. The instruments are so clear you think at first they must be illuminated in conjunction with the side-lamps. The leather-upholstered seats are supremely comfortable, if you like slippery surfaces, and their electric adjustment with inbuilt "memory" is immaculate — my wife's muscular pains disappeared while she was a Mercedes passenger.

All the minor controls are likewise logically contrived and placed. In some cars one would look askance at the return of an "umbrella-handle" handbrake on the fascia, but as used by Mercedes it is simplification itself! External door handles simply pull out to open the big doors; these do need a slam to shut them, but their "keeps" are fully effective. The electric sun-roof functions quietly, and the central-locking has a slight but reassuring delay action.

The automatic transmission possesses that excellent gate, and works so smoothly it changes gear almost unnoticed. There is an economy setting for the gear-holds, but I doubt whether a 560SEL owner is troubled too much about fuel consumption which, in any case, will be better than 20 mpg if the Mercedes is driven normally.

This is a very large car, but is easy to park thanks to the very good steering-lock. Its power-steering has no trace of that over-lightness found on some luxury cars. One (right-hand) stalk control suffices for multiple wiper operations, turn-indicators, and lamp-dipping, but I was surprised to find Daimler-Benz has copied the Japanese in having audible warning of open doors with lamps alight. The beams, full or dipped, give excellent night vision.

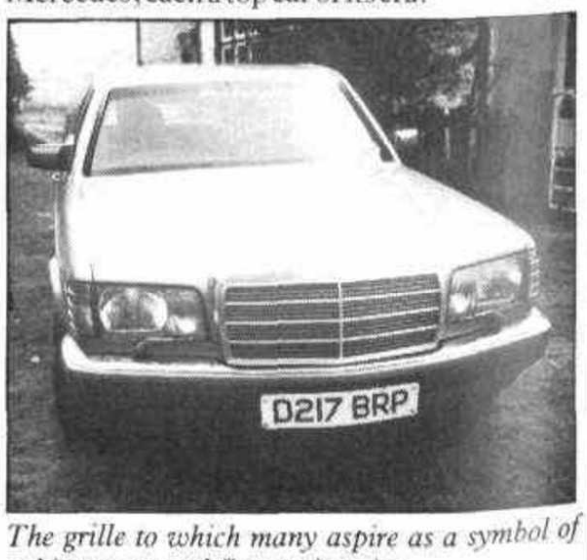
Mercedes' convenience-features include air-conditioning, divided heat/fresh air supplies from easy-to-operate thumb-wheels, quiet electric window-lifts, laminated glass all round, locking which is specially planned to be thief-proof beyond the usual call of car locks, the fuel filler-flap and boot lid incorporated in the central action; the master key double-locks the very spacious boot and glove compartment, a secondary key, doors and ignition only. I could continue to list such items, but suffice it to say that, added to quite effortless high-performance, they explain why the S-series Mercedes-Benz is being produced at the rate of more than 100,000 per year, with discerning Formula One drivers among the satisfied customers.

There is little point in discussing performance under present restrictive speed limit conditions, except to say that the light-alloy 5547 cc engine, with CIS-EIII fuel injection, EZL electronic microprocessor-controlled ignition, hydraulic tappets and a chain-driven overhead camshaft above each cross-flow cylinder head develops 300 bhp at 5000 rpm and provides speed and accleration which can be termed "more than adequate"!

In fact, this fine power-unit runs to 6000 rpm and gives the big saloon a top pace of around 145 mph and 0-60 mph pick-up in just over seven seconds — though Daimler-Benz makes practically no play on this very exciting performance in its sales literature. Yet withal, this big engine with 10:1 cr and 335 lb ft torque at 3750 rpm, idles inaudibly; and at speed the loudest sound within the car was subdued road noise from the tubeless Pirelli P6 215/65 VR15 tyres on the test car. The curb weight is 3991 lb and the fuel tank holds 19.8 gallons. ABS braking is reassuring with such power and pace.

Despite occasional bump-thump from the rear suspension, overall this is luxury motoring personified. I agree with AH that the steering wheel is too large: the arm which in the coupé with its long doors offers you the seat belt is not of course fitted to this four-door, but there are no concessions, apart from the aforementioned Japanese one, to change for the sake of change.

The price of £52,750 for the basic concept is affordable for many people, otherwise Stuttgart would not be building so many of these superbly engineered and beautifully contrived cars — and others who crave them find the outlay somehow. I drove to the VSCC Weston-super-Mare speed trials in the 560SEL, and as Roger Collings was leaving his 1903 60 hp Mercedes in Bristol and wanted a lift home, we ran in convoy: two Mercedes, each a top car of its era. **WB**



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Pulling No Punches

Audi is pulling no punches when it comes to comparing its new 90 range with its two main rivals in the compact luxury high-performance class. The customer seeking quality and prestige inevitably looks to Germany these days, not because these elements are unavailable in British or French products, but because German engineering is seen as a surer guarantee of them; and if the BMW roundel or the Mercedes star have something of an edge in reflected glory, the marketeers at Ingolstadt are determined to blunt that edge.

In pricing the three 90 models, Audi UK stresses that its offerings come with a noticeably higher standard of specification than the base versions of the 3-series BMW and Mercedes 190 with which it must inevitably be compared, and indeed even the cheapest 90 includes power steering, electric windows, and central locking. Such extras can substantially increase the price-tag of many imported cars, since options always carry a higher profit margin than the car itself.

So the Audi would appear to offer good value compared to its compatriots. But of course the strengthening of the pound against the mark has made all German products relatively more expensive, and the Audi's price spread (from £14,000 to £19,000) embraces a very wide variety of alternatives from Europe and Japan. We tested the fastest 90, which drives all four wheels with a 136 bhp 2.2-litre and totals £18,998, a sum which might also buy, for instance, the large and luxurious Saab 9000 Turbo, a 2.9 XJ6, or the compact but dashing Citroen BX19 GTi 16v. Four-wheel drive is the obvious difference, but what else might sway the undecided customer?

Thankfully, the rationalisation of Audi model nomenclature has carried on to the latest cars: unusually, the same shell is sold as

two different cars, and there was a time when only Audi salesmen could tell what sort of engine the different badges identified, but we can now safely deduce that anything with '80' on the boot-lid has four cylinders, while '90' denotes the idiosyncratic five-cylinder engine. Not that there is anything untoward about the character or performance of this unique motor; a stranger to the car would merely note that its unfussy power curve is accompanied by a *vibrato* which sounds rather Italian. Whether he will feel that the extra pot makes the unit any smoother than a modern four is probably a matter of marque loyalty; I cannot claim to distinguish them, at least in this powerful variation.

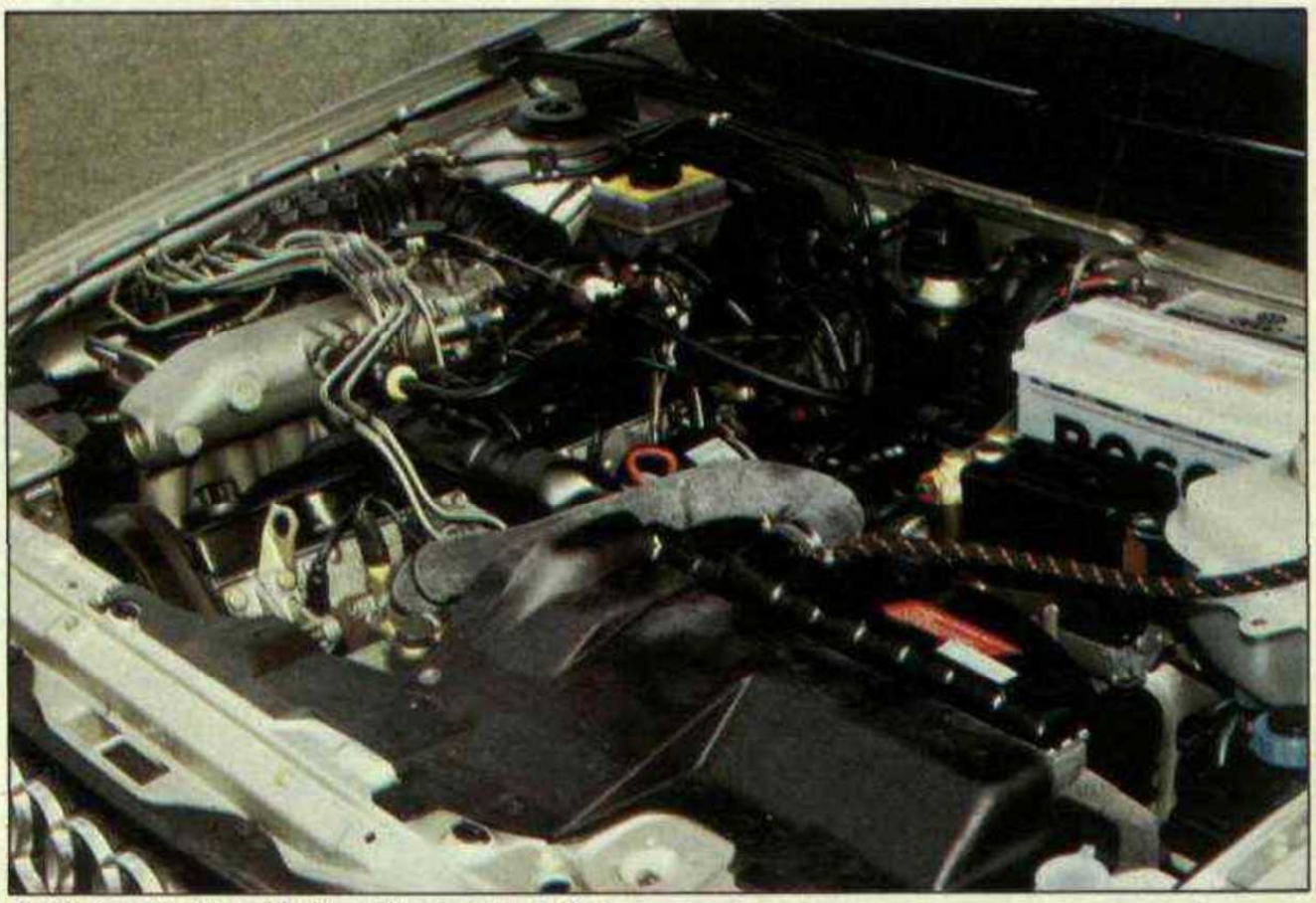
This is really rather a pleasant car to sit in: interior style is appealing, with a heavily-grained leather finish and three effective air vents in the centre. But yet again the poor driver is not allowed to breathe fresh air if the heating is on, and it is a real stretch for him to reach out and close the door because the handle is so far back.

For some time, Audi had a somewhat Buddhist philosophy of calm-inducing interiors, with minimal instrumentation: a speedometer and fuel gauge were considered essential, but everything else was deleted in favour of warning lights only. Such puritanism has relaxed a little since then, but even so this sporting saloon only adds a tachometer and water temperature dial to that ascetic display. A central bank of warning lights, Audi's special multi-purpose display for blown bulbs, open doors and the like, and a digital clock fill out the panel, and all of these are easy to read.

Adorning the centre console are auxiliary switches for the rear window and fog lamps, plus one for cancelling the ABS with which the 90 quattro comes equipped as standard. The excellent and well-sited Blaupunkt radio/cassette system includes rear headphone sockets, and the climate is altered by convenient rotary knobs. A trigger for the pneumatically locked rear differential is sited down by the handbrake, and the window switches are in the doors.

An abundance of storage is one of the 90's strong points: there are several little trays and pockets as well as a lockable glove compartment, door cubbies, and an extra shelf in front of the driver's knees. Electrically adjustable mirrors stand slightly proud of the doors and offer an above-average view of following traffic, while adjustable seat belt mounts should cater for most occupants.

Like its 2WD 80E stablemate, the quattro comes with elegant alloy wheels, a rear spoiler, and sport seats, but surprisingly these seemed one of the least satisfactory features of the car, with inadequate thigh support and an odd lumbar protrusion with no adjustment that I could see. It was like leaning against a barrel, and it virtually negates the retaining effect of the side-bolsters as the driver's frame rolls from side to side.



Radiator sits alongside heavily-canted engine.



Vents and lamps are smoothly let into the air-dam.

Another unwelcome characteristic is the springiness of the ride: the car dips and sways in unruly response to acceleration, braking and cornering very much as its sibling, the Avant 200 quattro, did in our recent test. This is a shame, as the wheels are always very firmly attached to the road and its handling is rather good. Smooth application of the throttle pulls the Audi tidily through the hardest bends without scrubbing off speed from the front tyres, and the power assistance is helpful without being excessive. There are more sensitive systems, but usually on rear-wheel drive cars, and this still feels more like a front than a rear driver.

The steady increase in tyre widths seems to have levelled out with the 195/60 low-profile rubber now fitted to a large section of the sporting market, including all the Audi 90 range which runs on 14in alloy rims. As always the broad footprints create a certain amount of noise as they squash cats-eyes, but the machinery is hushed and the passage of even gale-force winds, which is what three-figure speeds amount to, is not intrusive. Many small details have this cumulative benefit: the



Heavily sculpted cowl accentuates otherwise simply-styled fascia.



Deep rear window necessitates an unusual approach to hingeing the boot.

flush glass, sealed panel gaps and sculpted air-dam, added to a smooth shape which has more forward emphasis than the bigger 100 models, and manages to look much more lithe and active.

Interior room is similar to the previous shape, although the car is shorter now; back seat passengers are reasonably well catered for, but might begin to grumble behind a tall driver. Elbow room is generous due to the rounded section with pronounced tumble-home, and the boot is very deep, carrying a full-sized spare upright on the left side. Some space is sacrificed to the rear differential and a larger (15.3 gallon) fuel tank.

In most essentials the drive-line is as before, the five-cylinder block hanging in front of the axle and the five-speed box behind it with integral central differential splitting the power and driving backwards through a prop-shaft and forwards through a hollow layshaft to the front diff which nestles behind the clutch. But now the traditional bevel differential which always dispenses half the torque to the rear and half to the front has been replaced by a Torsen unit, an all-mechanical device which apportions the drive according to the grip available. It does this automatically and instantaneously, does not interfere with the operation of ABS, and needs no lock-up mechanism to cope with extreme conditions.

This means that the only transmission control the driver is left with is one button to lock the rear diff, which is only likely to be used in the very slipperiest circumstances, like liquid mud or hillstarts on sheet ice. Even then, this is cancelled as soon as the car reaches 15 mph, restoring the ABS.

In most normal driving it is essentially impossible to detect the 4WD at work; apart from taming the furious spinning of the front wheels which would otherwise accompany high-speed take-offs in wet weather, the prime benefit is really one of confidence. Such a system does not actually increase the ultimate lateral grip theoretically available from the tyres, but by spreading the driving loads between all four wheels there is a radically reduced risk of breaching the traction limits of a driving pair.

On the road this means that slippery roundabouts are less of a hazard, and that a coarse steering movement is less likely to precipitate a slide. This invisible advantage is matched by the anti-lock brake system, included in the quattro package and a £1,550 option on the others. I did not manage to provoke it into action during the fine weather of our test, but should one for any reason wish to, it can be switched off. Braking follows the now common pattern of ventilated discs at the front, plain at the rear, and the system is very capable, if rather dead in feel.

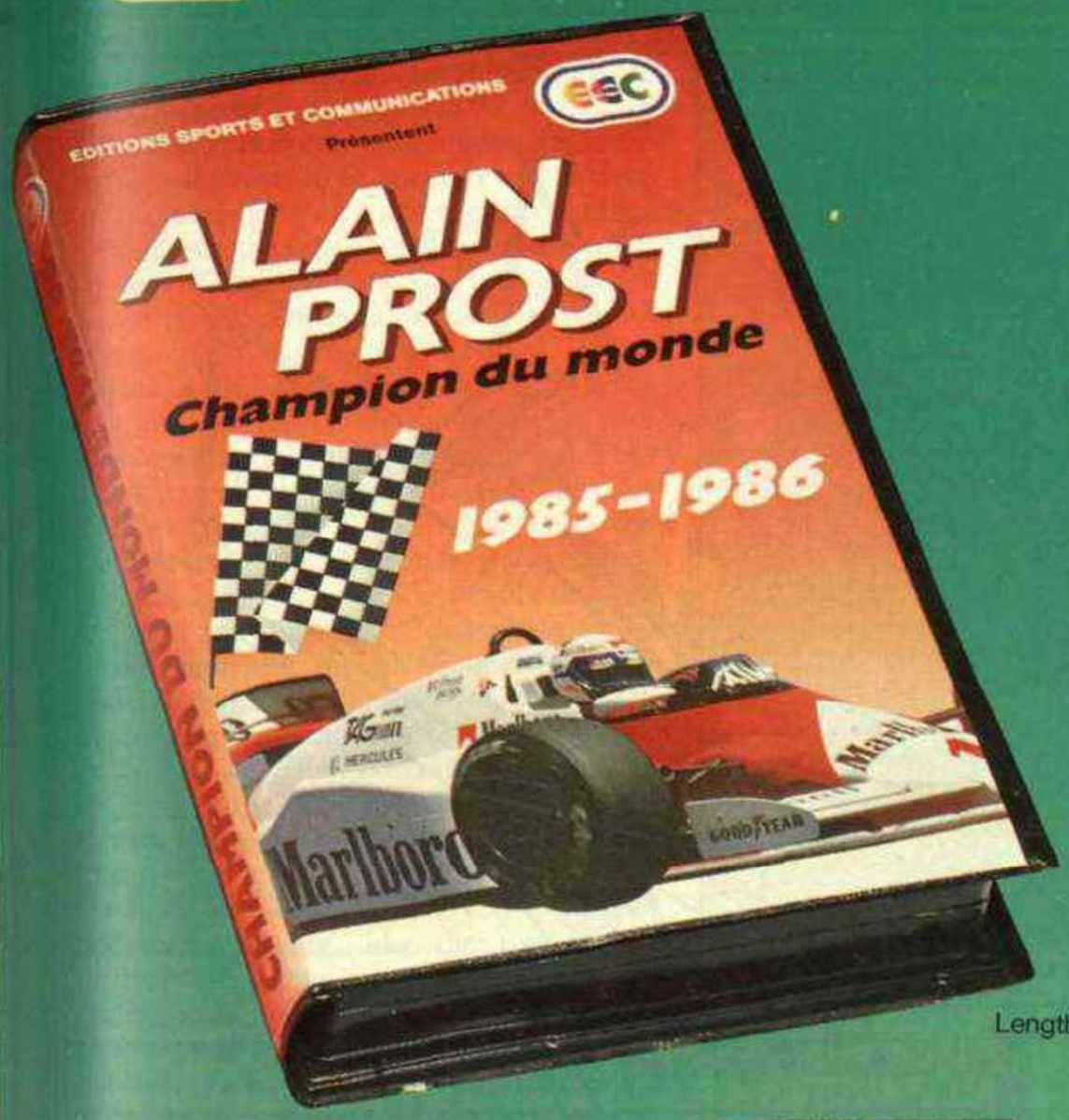
The power rating of the 2226cc engine remains as before at 136 bhp at 5700 rpm, and the torque swells to 137 lb ft at a middling 3500 rpm. A high compression of 10.0:1 helps towards this, something which is allowed by the fitment of an individual knock sensor for each cylinder which retards the ignition the instant pre-ignition is detected. Bosch mechanical/electronic injection looks after the fuel, and the single belt-driven cam operates hydraulic tappets.

Long service intervals (20,000 miles between main services) are one of Audi's selling points, and the goal of low running costs extends to a long-life exhaust, diagnostic circuitry, galvanised bodyshell, and a particularly comprehensive warranty package.

Safety provisions are generous: the front and rear doors overlap to reduce lateral penetration, the hinges are bolted in two planes, and the brilliantly simple Procon-Ten protection device will become available in mid-1988, possibly as a standard fitment. Safety options are rarely seen as very attractive to the buyers of new cars, who would generally rather have a better stereo, but this is a significant idea, and a relatively cheap one at about £350 in Germany.

Since seat-belts operate by stretching to cushion the shock, drivers often suffer injury from the wheel, even though it is designed to collapse. Of course, this is much less catastrophic than the effects of an unbelted person hitting the dash, but unpleasant nevertheless. What Procon-Ten does is to prevent the driver from striking the steering wheel in a frontal crash, not by the instant

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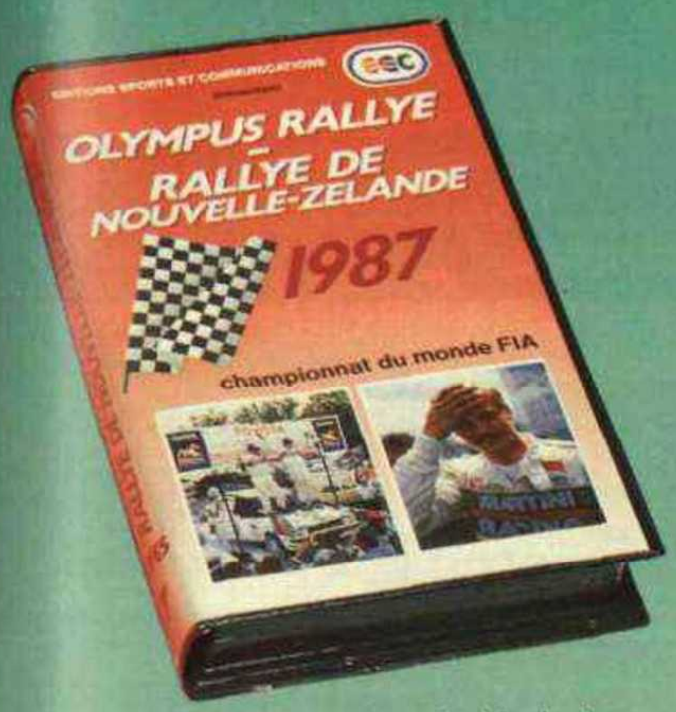
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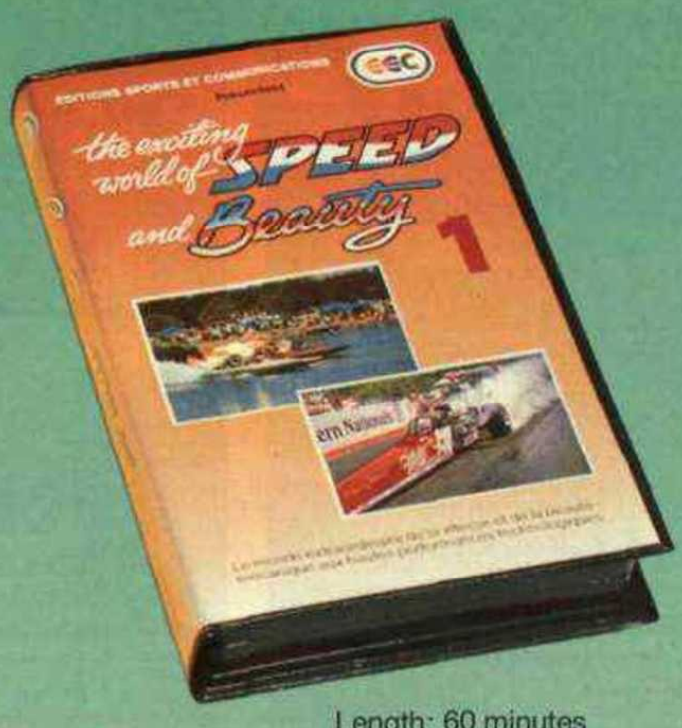








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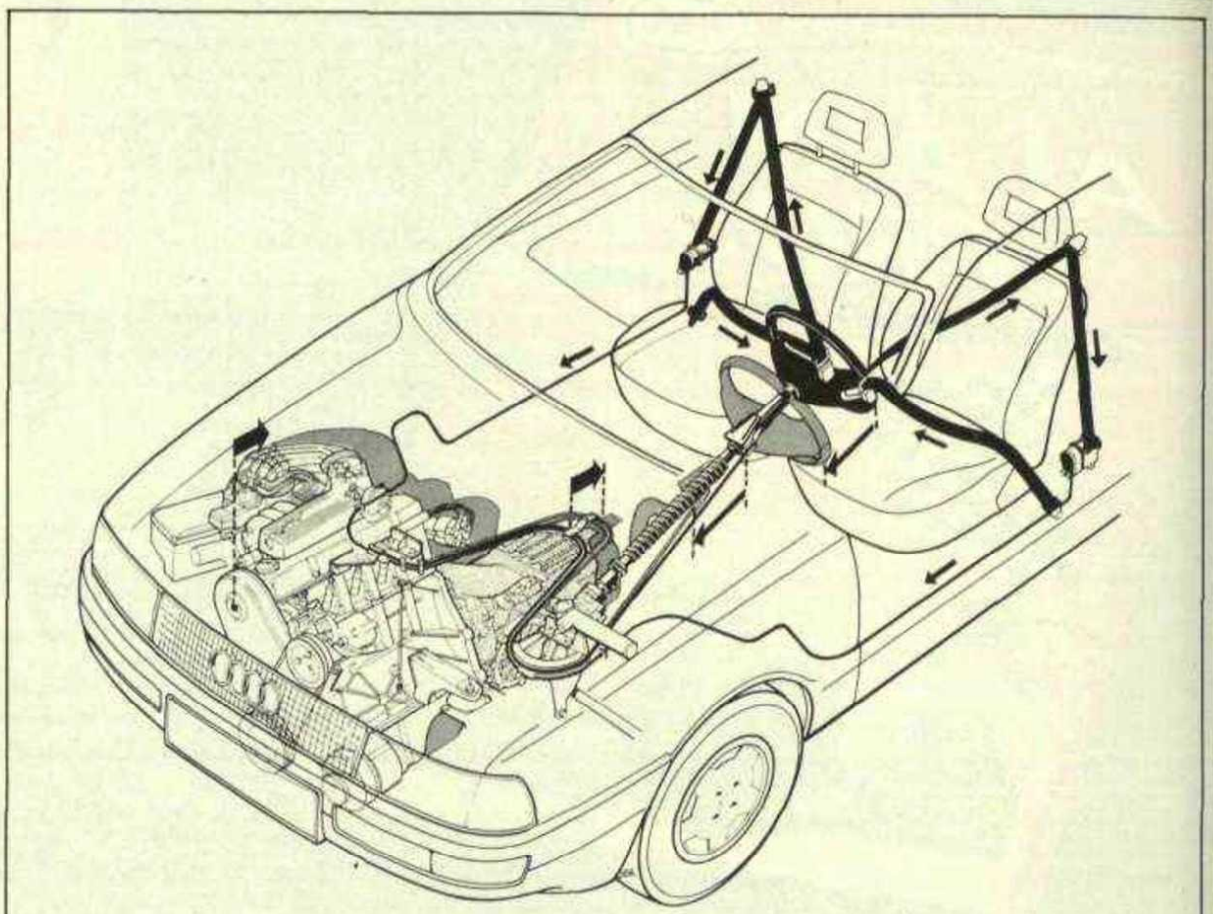
padding of an air-bag, but by moving the wheel out of the way. No explosive charges, no expensive inertia switches are used; instead, the wheel on its collapsible stem is yanked down towards the dash by a steel cable which runs forward round a U-shaped guide, and then back to attach to the engine. Two other cables take up the slack in the belts.

In a major accident, once the crumple-zone has folded, the engine starts to move back, in a carefully planned way of course; in doing so it pulls the cables, retracting the column and tensioning the belts. Simple, maintenance-free, instantaneous, invisible and cheap — full marks to Audi.

In its blend of sharp performance, stable handling, and unbeatable traction, this is nearly an excellent car: only that see-saw motion under pressure lets it down. Snapping through the light gearbox under full-bore acceleration, the blunt nose lifts and drops like a powerboat, and urgent changes of direction make it tip one way and the other quite noticeably. It just does not feel taut enough for a car as fast as this one certainly is.

In every other way, though, the Audi 90 quattro must be threatening the preserve of the other prestige *marques*: its specifications are very high indeed, the assembly quality also; it has a technical plus in the 4WD scheme, and it possesses a beautiful body which, in my eyes at least, leaves just about everything in its class behind. **GC**

Model: Audi 90 quattro.
Importer: Audi Volkswagen, Yeomans Drive, Blakelands, Milton Keynes.
Type: Five-seater saloon.
Engine: In-line five-cylinder, 2226cc (81.0 x 86.4mm). 2 valves per cyl, sohc, cr 10.0:1. Mechanical/electronic fuel injection, electronic ignition. Power: 136 bhp at 5700 rpm. Torque: 137 lb ft at 3500 rpm.
Transmission: Permanent 4WD, Torsen centre diff, lockable rear diff. Five-speed manual gearbox.
Suspension: (Front): MacPherson strut, anti-roll bar. (Rear): MacPherson strut, anti-roll bar.
Steering: Power-assisted rack and pinion.
Brakes: Servo-assisted. (Front): ventilated discs. (Rear): plain discs.
Wheels and tyres: 6J x 14 alloy rims, 195/60 VR 14 tyres.
Performance: 0-60 mph: 9.5 sec; 30-50 mph: 4.1 sec; 50-70 mph: 5.6 sec; 70-90 mph: 9.2 sec. Maximum speed: 124 mph.
Economy: 28.5 mpg overall.
Price: £18,999.
Summary: Good-looking and spacious, strong engine. New Torsen diff aids traction even further, but springing not quite in line with sporting aspirations and road-holding.



Procon-Ten safety system, described in text, deserves praise.



Cheeky lines give the 90 a more dynamic look than its big brothers.



In Veloce form, Alfa Romeo's rapid estate looks the part.

For Your Isles Only

It is a nice idea: Britain traditionally has just about the strongest demand for estate cars anywhere. Alfa Romeo's reputation was made and is being revived on sporting cars. Marry the two, and the result ought to be irresistible.

Well, of course the truth lies somewhere in between. The result is the Sportwagon, and it is an attractive concept developed from the 33 range; only the newest and largest 1712cc version of the boxer four is offered, with 118 bhp available at the front wheels to pull anything up to 47 cubic feet of luggage. That translates into a good deal of fishing tackle, for such was the aim of the week's tour our example undertook. Suitcases, waders, landing nets, bait boxes; all went easily through the large rear opening, released by a toggle beside the driver, though of course the rods went steerage on the roof. A convenient mechanism folds the split rear seat, and the easily removable luggage cover is a bonus.

Despite the unusual angled C-pillar, approaching traffic can be seen from all directions, and even in dirty weather the side windows are kept clean by the perspex deflectors. Seating, like the rest of the interior, follows the latest revisions to the 33 range with a new bucket-type design which proved perfectly restful over the journeys between London and Devon, while the attractive new fascia is pretty successful, especially the controls for the powerful lights. But with the wheel adjusted for the taller driver, part of the panel is obscured.

This is not the quietest of cars, but the noises tend to be pleasant accelerative ones and by the time the Sportwagon settles into a 70-80 mph cruise it has left most of them behind. It rides nicely, perhaps with a little more fore-and-aft pitch than expected, but the steering ratio is still much too low, which does not make the best use of the chassis' grip. And it is even quite light; surely a quicker rack would not be too heavy.

Braking is good enough, if a trifle soggy, to keep a check on the car's powers, for this wagon can sprint to 60 mph in a mere 8.9 seconds — if the pilot can pull the gear lever into second fast enough, for the change still feels slightly disjointed. But testing Alfa's claims of 120 mph, while perhaps helping to boost the value of BP shares, is not sound economy, whereas in a week of normal driving the 1.7 engine returned an impressive 37 mpg.

Overall this is a grippy little car once enough lock is wound on, but our West Country trip highlighted its dislike of rain: on streaming roads it was reluctant to obey the front wheels, although the tyres are not unduly wide at 185/60 R14, and it was not hard to lock the fronts up.

Alfa Romeo GB sees this car as appealing to the GTi/XR3i sector while offering real advantages in practicality, and both models would seem to be rather good value: £9969 buys the Veloce with it colour-keyed spoilers and side-skirts, while choosing the slightly plainer Cloverleaf would save you £400. The cars are otherwise identical, and the spec of each version includes alloy wheels, electric windows and locks, and a leather-trimmed steering wheel.

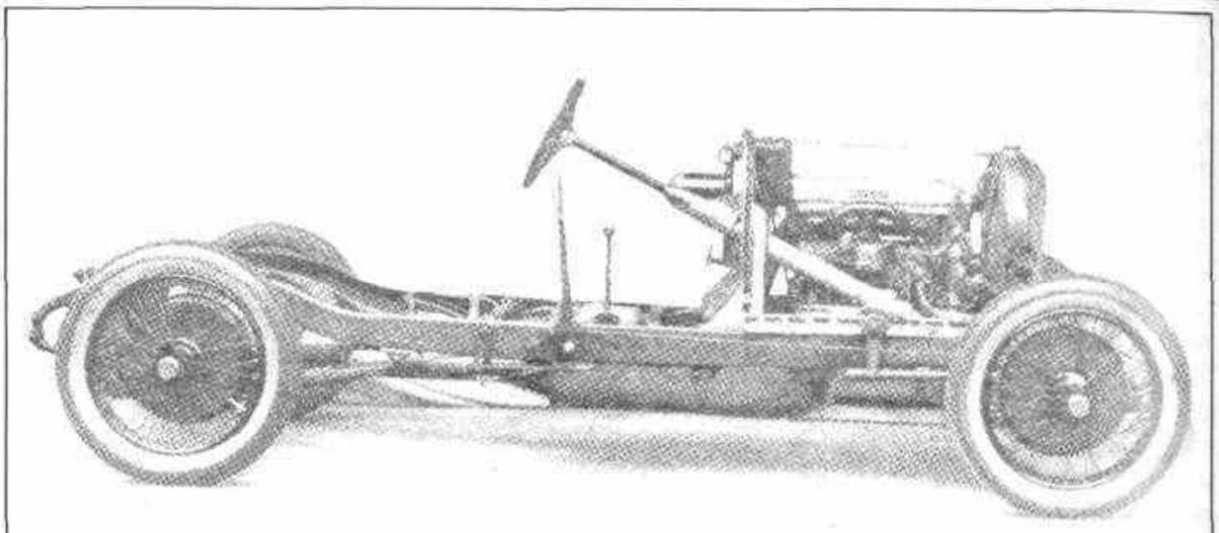
There are always variations in the chosen specifications made available in each country, but the Sportwagon is unusual in being put together uniquely for the British market, in response to the request of ARGB. On the continent the Pininfarina-styled "break" comes only with the lower-power engines and with the choice of part-time 4WD; over here all other versions of the estate have been dropped in favour of this one. It is only a pity that nothing has, or perhaps can, be done about the dreadful pedal position which continues to afflict the 33. I can live with a homeless clutch foot, but the acute angle which the right ankle has to adopt for anything other than full throttle becomes painful rather quickly. It is an old joke to suggest that Alfas are meant to be driven flat out; jokes can wear thin.



Cloverleaf version dispenses with some of the trimmings, but is just as quick.

In summary, then, I approve of the idea of the car; with the Lancia HPE in extinction, the Reliant Scimitar GTE in limbo, and the gorgeous Lynx Eventer XJS estate conversion in cloud-cuckoo land for most of us, only Volvo's 480ES has attempted to sustain the idea of a sports-estate (as opposed to a sporting estate, of which there are more and more); and as I have not managed to drive that yet I reserve judgement.

Perhaps it is stretching a point to include the four-door Sportwagon amongst these two-door offerings, but for me that extra compartment somehow makes it look more sporting than the normal 33. I like the looks of the estate, I like the interior, I like the way it goes, most of the time, and now that the feeling is returning to my ankle I am beginning to forget about the drawbacks. All of which makes this car a typical Alfa Romeo — or perhaps it is just that I am a typical Alfa lover. **GC**



For the Double-Twelve-Hour record Duff used the standard Bentley chassis with a four-seater body, but its racing engine from Exp No 2 Bentley had a Claudel-Hobson carburettor.

True or False?

Naturally there is more interest in an historic car with some competition background than in one without, not to mention the sordid matter of enhanced value. So it is not surprising that when a delapidated 1922 3-litre Bentley with an estate body was discovered in a Leicestershire barn by Michael Ware, the curator of the National Motor Museum, and investigation showed it to have the same engine number as that of the first Bentley to be raced at Le Mans (where this great British sports-car was to win five times), the more historically-minded Bentley Drivers Club members became justifiably excited.

The car is now in Tom Wheatcroft's Donington Collection, but Tom, being more interested in much later, single-seater racing machinery, tells me he does not much care whether or not it is proved to be the Le Mans 3-litre.

The first I heard of all this was when Michael Ware wrote to ask me why I was so sure the Bentley with which Captain John Duff had taken the British Double-Twelve-Hour record at Brooklands in 1922 had had engine number 62, as stated in my *History of Brooklands*. He said he hoped I was correct, as otherwise his theory that he had found Duff's 1923 Le Mans engine (which *was* No 62) would fall apart.

I had quoted from official BARC records when writing my book and I now checked again to ensure I had not made a mistake. I clearly had not, because there in those original books in which details of record attempts were entered it was very clearly inscribed in long-hand that engine No 62 applied to Duff's Bentley.

When I imparted this happy news to Michael, he, the BDC and Eoin Young in his *Autocar* column all proclaimed that it seemed a very historic Bentley had been unearthed (albeit hiding beneath a sad estate-car carriagework), since the BDC archives quote both the record and Le Mans car as having not only engine No 62 but chassis No 141, as has Donington's car. It was then that I found I could not agree!

Looking again at my dusty tomes from long ago, I discovered that Duff's record-breaking Bentley was declared by the Brooklands authorities in 1922 to have engine No 62 but chassis No 143. This latter is inscribed as clearly in the records as the engine number — and more than once, because the same numbers appear on other pages, and on the duplicates of the BARC certificates given to Duff to confirm the records he had established.

The BDC seems convinced that Duff used the same 3-litre for those splendid Brooklands records, when he drove both twelve-hour spells without a relief driver, as he had to finish fourth (hampered by broken headlamps and a leaking fuel tank) at Le Mans in 1923.

Donington's Bentley is said to be car No 141. To me, this means that if its engine No 62 is not a fake, what has turned up is a non-racing 3-litre into which the historic Duff racing engine was at some time substituted for 141's original engine No 190. This has been described as a "sceptical interpretation" by my friend Tim Houlding!



J F Duff raced giant Fiat and Benz cars before becoming a Bentley agent and record-breaker.

Of course, the BARC figures may be incorrect, but before its record runs the Bentley was weighed on the Brooklands Clubhouse weighbridge, and afterwards the authorities insisted on its engine being dismantled and its size measured. In such circumstances, is it likely that they would have incorrectly entered the car's chassis number, or that Duff, a Bentley agent, would have accepted BARC certificates thus inscribed, which could have detracted from the validity of his remarkable Double-Twelve record? I suggest not.

When he came to write his authoritative racing history of the Bentley in 1956, Colonel Darrell Berthon (then secretary of the BDC) stated quite definitely that Duff used the same 3-litre for those 1922 records as he did in that first Le Mans, and for races later in 1923 at San Sebastian and Boulogne. In his entry relating to the Spanish race, he said that "in this Bentley, with engine No 62, Duff had taken class E records at Brooklands in August and September 1922." There seems little reason to doubt this.

The idea of a 24-hour race for sports-cars was an exciting innovation in 1923, and attracted some interest even in Britain. W F Bradley, who was on the spot and able to interview Duff, wrote in an article which appeared the very day before the inaugural Le Mans that "the 3-litre is the one he (Duff) used at Brooklands and it will not have front-wheel brakes". In other words, it was Bentley No 143.

Duff had raced in America and had come to Brooklands with the very old Fiat "Mephistopheles" which he had resuscitated, before proclaiming himself a London agent for the new 3-litre Bentley. He did the 1922 records with his own car, and although he tried to persuade W O Bentley to provide another car for Le Mans the following year, W O was not convinced about this ingenious new race with its night-running. Though he let the "works" driver Frank Clement go as Duff's co-driver, W O only became interested at the very last moment, travelling out by boat and train to see the rear-braked privately-entered Bentley (delayed because Duff had not thought to fit stone-guards to lamps and fuel tank) do extremely well. No outright winner was intended in this inaugural race, but the best performance was achieved by a Chenard-Walcker, followed by another Chenard and a Bignan. The Bentley was equal-fourth with a

Le Mans Bentley?

second Bignan and an Excelsior, and Clement had lapped fastest of all at 66.69 mph. Having seen all this, W O was converted, and Le Mans thereafter became a Bentley speciality . . .

Further proof that the record car was used at Le Mans is provided by the few available photographs, which seem to show the same bodywork, with a deep cutaway on the door. The fly in the BDC ointment is that Darrell Berthon continually quotes Duff's Bentley as being No 141. I think I can explain how this may have come about.

Before the first Le Mans marathon, *The Autocar* naturally wanted a picture of the lone English entry. In March (two months before the race) it published one of Duff in a well-equipped 3-litre, captioned: "One of the competitors will be Capt J F Duff, who will drive a 3-litre Bentley. Capt Duff is depicted at the wheel of the identical Bentley on which he covered 2083 miles in 24 hours at Brooklands last September." The number plate was obscured, but could be partly read as XM 67??.

An historian avid to find out which car Duff had run at the Track would consult the factory records and come up with car No 141 (XM 6761). But wait! For something to be *identical* with something else one or more other objects are necessary, and I suggest that when *The Autocar* stated the car it pictured was identical to the 1922 record car it meant exactly that — that is, a production 3-litre which was *in that sense* identical to the standard car Duff used at Brooklands and was taking to Le Mans; it did not intend to imply that the car it obtained a picture of was the actual Le Mans car.

At the time of publication, the race was two months away, and possibly Duff's race car was being prepared; but as he was a London agent it would have been easy to find him in a customer's car, and if readers thought they were looking at the actual race car, why not? It is significant that in three places where he referred to Duff's car as XM 6761, Berthon put a question-mark against it!

From Stanley Sedgwick's book *All The Pre-War Bentleys — As New*, we learn that car No 141 was sold to a Dr Ward in September 1922, which makes it quite impossible for this car (the one now in the Donington Collection) to have run at Le Mans — unless of course the good doctor let Duff keep it until after the Boulogne race a year later, or was his business partner.

A further thought is that Duff would presumably have taxed his car by August 1922 (when he was driving it to Brooklands) or earlier, as its registration number XM 347 suggests, when related to that of Bentley No 141 which was registered with the same London borough but 6414 numbers later.

The BDC thought the first-ever Le Mans Bentley had surfaced, and young Tim Houlding (who wrote that enthralling book about Bentley Exp 2) went hot-foot to Derby to investigate. Since Duff had raced a *standard* chassis which would now be wearing a non-original body, however, I did not see what he hoped to find, unless just to examine the "look" of the numbers 141 and 62 stamped on chassis and engine!

Tim has kindly written to me expressing the view that while it is nice to be able to be entirely accurate, historical research can never claim total retrospective authority (don't I know it!) and that after looking at Bentley No 141 his strong feeling is that the car is a direct linear descendant of the original chassis, whatever that means.

What a remarkable car Duff's Bentley was! On his first record bid, in August 1922 (using a 3:1 petrol/Benzole mixture and Castrol R oil at 15 lb pressure at 3000 rpm) No 4 big end ran after 80 minutes, but the Class E hour-record had fallen at 86.24 mph. On the next attempt both rocker shafts for No 3 cylinder broke; repairs were effected but after another 46 minutes a valve dropped through the piston, bending the con-rod. On the third run, nine Class E records up to 400km were broken; at 14.7 mpg and about 85 mpg of oil. Oil pressure was this time 20 lb at 3000 rpm, and the car with driver weighed out at 23.5 cwt. The rear tyres lasted three hours.

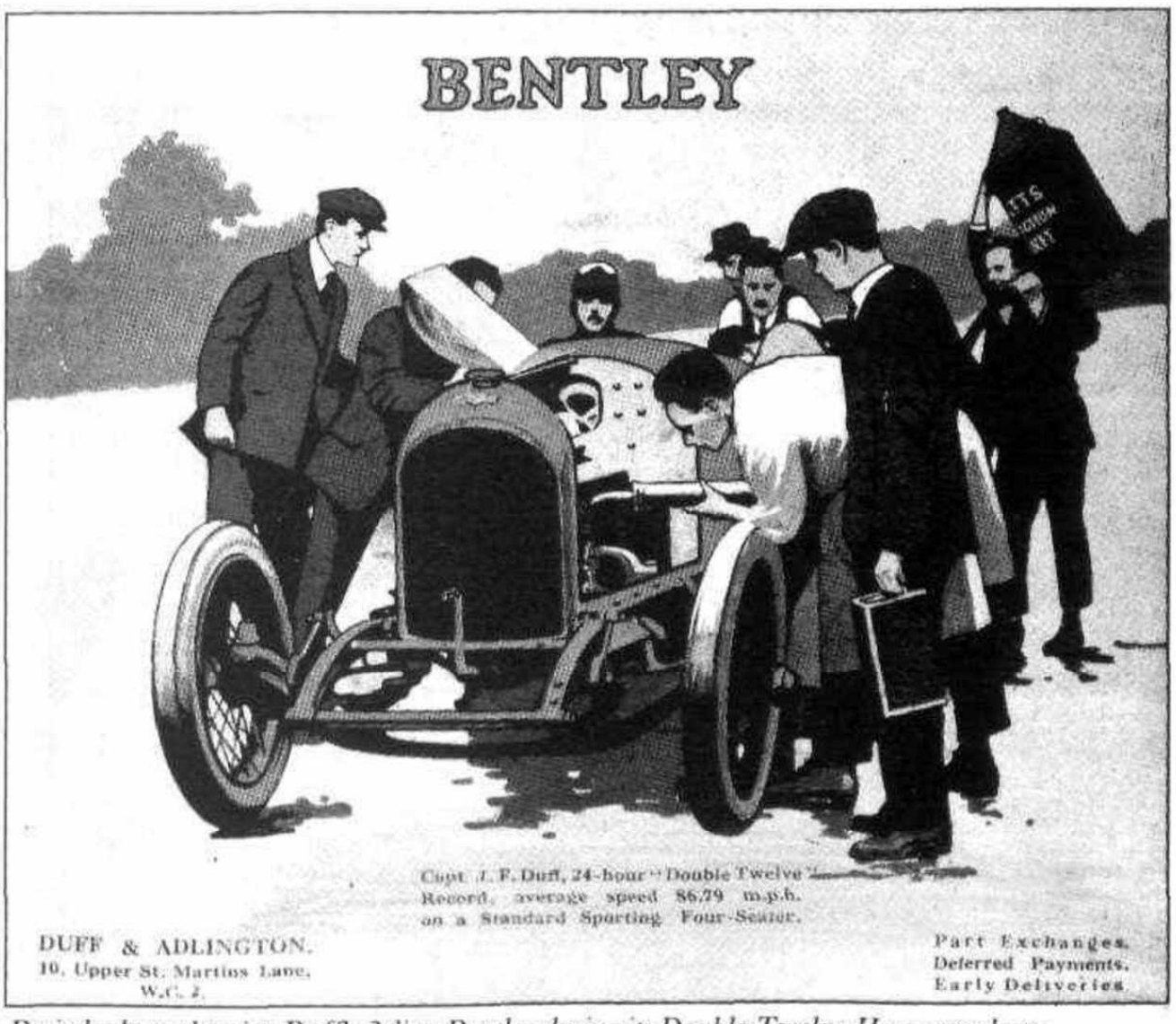
On the Double-Twelve-Hour run there was no trouble apart from a slipping choke, the Bentley now using a 3:1 back axle (in place of 3.35:1), 33in × 5in rear and 33in × 4¼in front tyres. Oil pressure this time was 25 lb at 3500 rpm, and water temperature 65-75° centigrade, as the Bentley lapped at 87-93 mph. The petrol tank was anchored to the sidemembers and a TT oil tank was used.

Pre-run tests had shown 13.5 mpg for three hours at 83-90 mph lap-speeds, and during the attempt six of the Pirelli straight-sided tyres were changed, one after a burst. On the second day, Duff left his seat only four times.

On examination after the record run, the exhaust-side magneto was found to be faulty, the cylinder-walls scored and No 1 piston gudgeon pin button pushed into the pin. Historians may like to know that contemporary Press reports gave the troubles on the earlier runs as simply a choked oil pipe and then a broken valve-spring!

At Le Mans in 1923 the Bentley completed more than 1200 miles without a change of its Rapson tyres. With a straight-through exhaust and an undershield it was entered for the BARC Autumn Meeting (the entry form confirming its engine and chassis numbers), Duff finishing third in the third race, before going over the banking in the 200hp Benz and off to hospital. Clement than took over the Bentley, winning the fifth race and finishing second in the eighth race, with a best lap at 95.96 mph. The car was then converted back to standard specification.

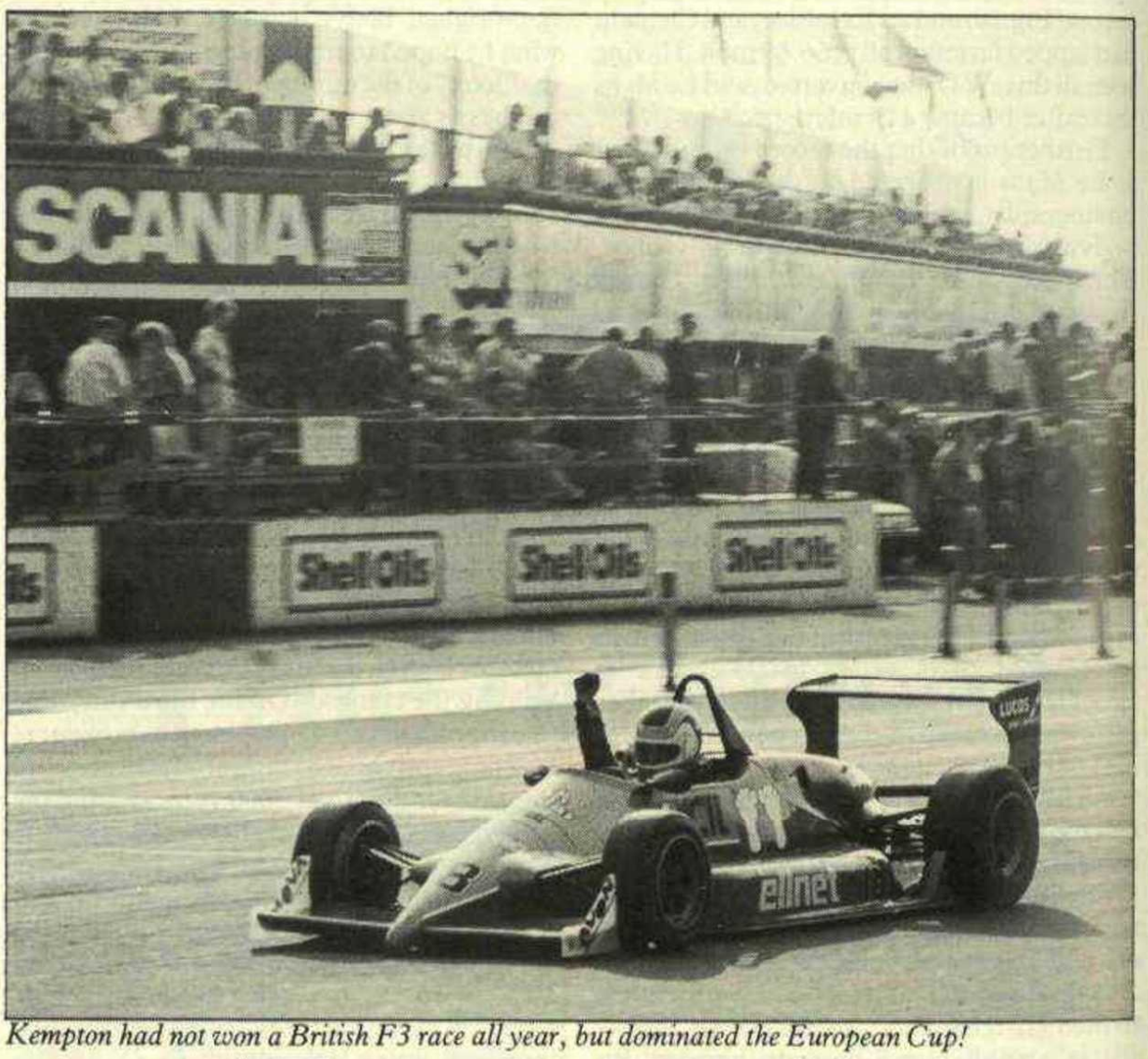
I would be as delighted as the BDC if I can be proved wrong and Donington's Bentley is the Le Mans car. But I submit that paperwork compiled by those who were present in 1922, with the car in front of them, must stand as more authentic than records put together long after the events concerned, such as in 1956 and 1976. I think any judge and jury, in cases of a motoring or non-motoring nature, would abide by that. I rest my case. **WB**



Period advert showing Duff's 3-litre Bentley during its Double-Twelve-Hour record run.



A tired Briton with the spoils of victory.



Kempton had not won a British F3 race all year, but dominated the European Cup!

Euro Epic

Steve Kempton earned himself a place in the motor racing history books when he became the first Briton to win the prestigious FIA European Formula Three Cup at Silverstone.

Heading a massive entry, Kempton and his Reynard 873 Alfa Romeo snatched pole position, sharing the front row with fellow Briton Perry McCarthy and his Alfa-powered Reynard. Formula Three is an intense arena at the best of times, but the battle reached epic proportions with drivers able to choose between three types of tyres.

In the past it has always been the Michelin runners who have come up with the goods, but on this occasion, Avon had produced an ultra-sticky compound. Both McCarthy and Kempton had opted for Avons, along with four other drivers, 19 had gone for Michelins while three had gone for Bridgestones.

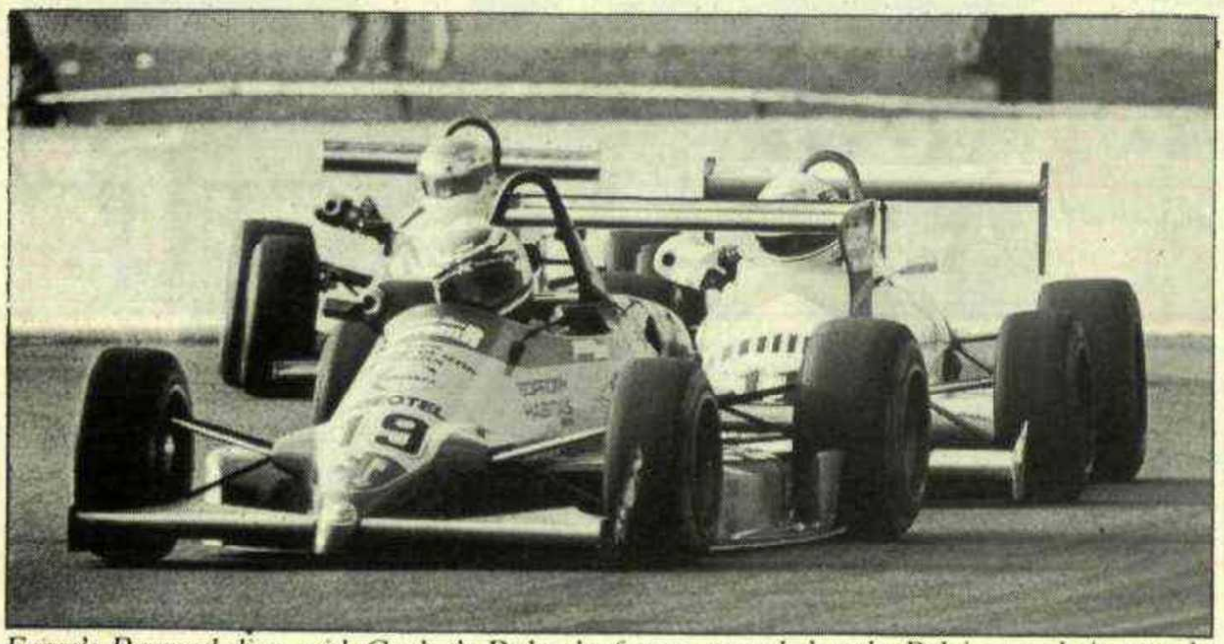
Behind the two leading Britons sat Italian Alberto Apicella and German F3 Champion Bernd Schneider, while British Champion Johnny Herbert and his Reynard-VW took fifth ahead of Swede Thomas Danielsson.

The race, over 22 laps of the Northampton-shire Grand Prix circuit, saw Kempton get off to a blistering start followed by Apicella, Schneider and Herbert, Eugenio Visco had got off to a better start with his Reynard, but jumped the lights and was slapped down with a one-minute penalty. He later collided with McCarthy and retired.

Kempton led throughout the race, but came under strong pressure from first Apicella and then Herbert. The British Champion attempted to overtake at Copse, but was forced onto the grass and had to retire four laps later with a blown engine due to mud in his Reynard's sidepod.

This allowed Apicella to close again along with Schneider, but behind them Philippe Favre and his R&D Reynard-Alfa Romeo were mounting a staggering charge up the field. He closed on Schneider, who had snatched second-place from Apicella on the penultimate lap, but the German driver ran into him and despite setting a new lap record, Favre had to settle for 19th place.

This gave Kempton the chance to pull away again and take the spoils, followed by Apicella and Bertrand Gachot, who had an untroubled run to third. TW



Favre's Reynard dices with Gachot's Ralt; the former starred, but the Belgian made it onto the podium.



Only British Champion Johnny Herbert challenged Kempton . . . but his engine overheated and expired.

VSCC Welsh Trial — VETERAN TO CLASSIC



Craig Collings, son of Roger, gets bogged down on Loyds in his 1928 3/4½-litre Bentley.

Mud and Hills

The VSCC held another highly successful Welsh Two-Day Trial, with the usual 100-mile run in, on October 10-11, although heavy rain beforehand made the seventeen hills difficult.

In the starting-area at Presteigne, focal point of the first of these events back in 1939, 24 of the 83 cars entered were A7s (of the usual variety, from Chummy to Ulster, and including Gunn's Taylor two-seater, this bodywork indicated by a T incorporated in the radiator badge) although three of the A7s and Hewson's MG were non-starters. The 30/98s were out in strength, Monro's wicker front seats surely not for weight-saving?

Saturday's hills were new, among them Lower Litton, a long lane with difficulties at the summit and other sections beyond it, but a convenient return track down a field. Some delay was caused here when F Collins' Alvis Silver Eagle ruptured its petrol tank, flooding the road with fuel. Contreras' Riley 9 tourer also broke here and had to be towed away. Stanley Mann was trying out a small modern "Cozette" blower and SU carburettor on his A7 Chummy, a variation on the semi-downdraught carb theme.

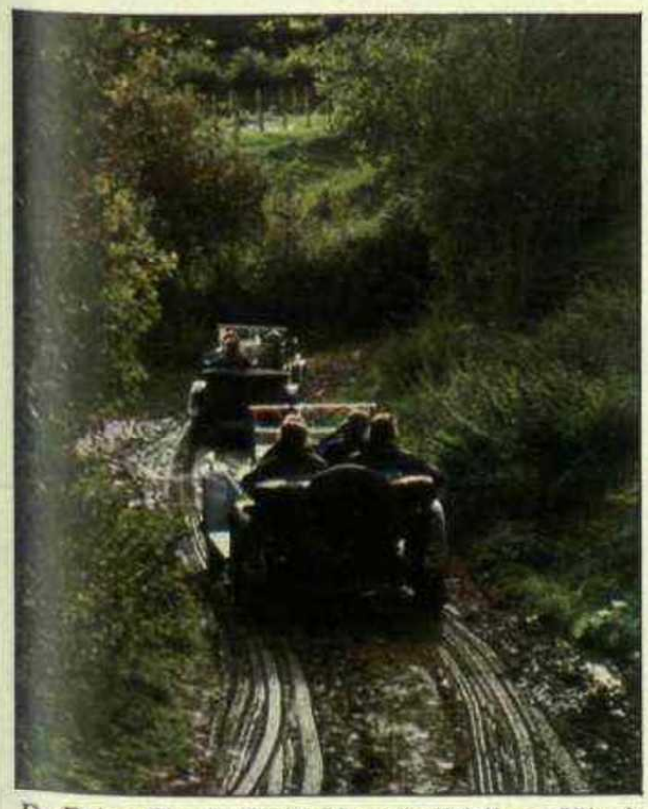
On Sunday, water cascading down the gulley-like Lloyds stopped most of the early runners, so Rides' 4½-litre Invicta earned well-deserved applause, as first to "clean" it. Otherwise, to get to marker 19 was highly meritorious — attained by Tony Jones, Harcourt-Smith and Seymour Price, in A7s, Ghosh's 30/98, Collings' 1903 Mercedes(!) and Wickham's Alvis.

After this it got easier, and "cleans" were scored by Mrs Reynolds' 4½ Bentley finishing in a cloud of steam, Painter (Salmson) without hurrying, Hamish Moffat (T13 Bugatti) perhaps the most spectacular, Barry Clark (A7), Carlisle (Trojan) very sedately, Winder 8/18 Humber which is a very old hand at this Trial, Parker in his Chummy and another 30/98.

Pilleth One was easy but the new Pilleth Four far from it. Jones' slab-tank A7 was misfiring here and punctures were being mended. Refreshments, toilets and the usual free car-park were generously provided at Pilleth Farm. Hicklings' Dodge 4 had been an outstanding performer, looking all set to win Class Two, in spite of competition from the Collings' stable.

Jeddere-Fisher's 30/98 had been repainted ready for the forthcoming Australian Vintage Rally and now resembles a mobile bath-tub, and Jim Whyman was exercising his newly-acquired Alvis Silver Eagle. Rodney Felton's Brescia Bugatti finished one of Sunday's hills with a rear wheel flying free, reminiscent of Raymond Mays at Caerphilly in 1924!

It was a truly first-class event, after much prior hard work from the President downwards, and where else could you see Austin 12/4 saloon and 16/6 tourer competing against sports Austin 20, two-cylinder Jowett and GN? **WB**



Dr Brian Gray's 30/98 Vauxhall follows Hirst's 12/50 Alvis through the mud.



R F de L Wills proves his 1924 7hp Jowett is "the little engine with the big pull."

RESULTS

Class One

Smatcher's Trophy: S. Diffy (A7)
H. P. Bowler Trophy: R. Low (A7)
Leslie Winder Trophy: K. Roach (A7)
First Class Awards: Low, H. Moffatt (Bugatti), R. Harcourt-Smith (A7), J. Blake (GN), D. Marsh (Bugatti)
Second Class Awards: S. Potter (Trojan), A. Jones (A7), J. Evans (A7)
Third Class Awards: A. Carlisle (Trojan), P. Blakeney-Edwards (Frazer Nash), Jane Tomlinson (A7)

Class Two

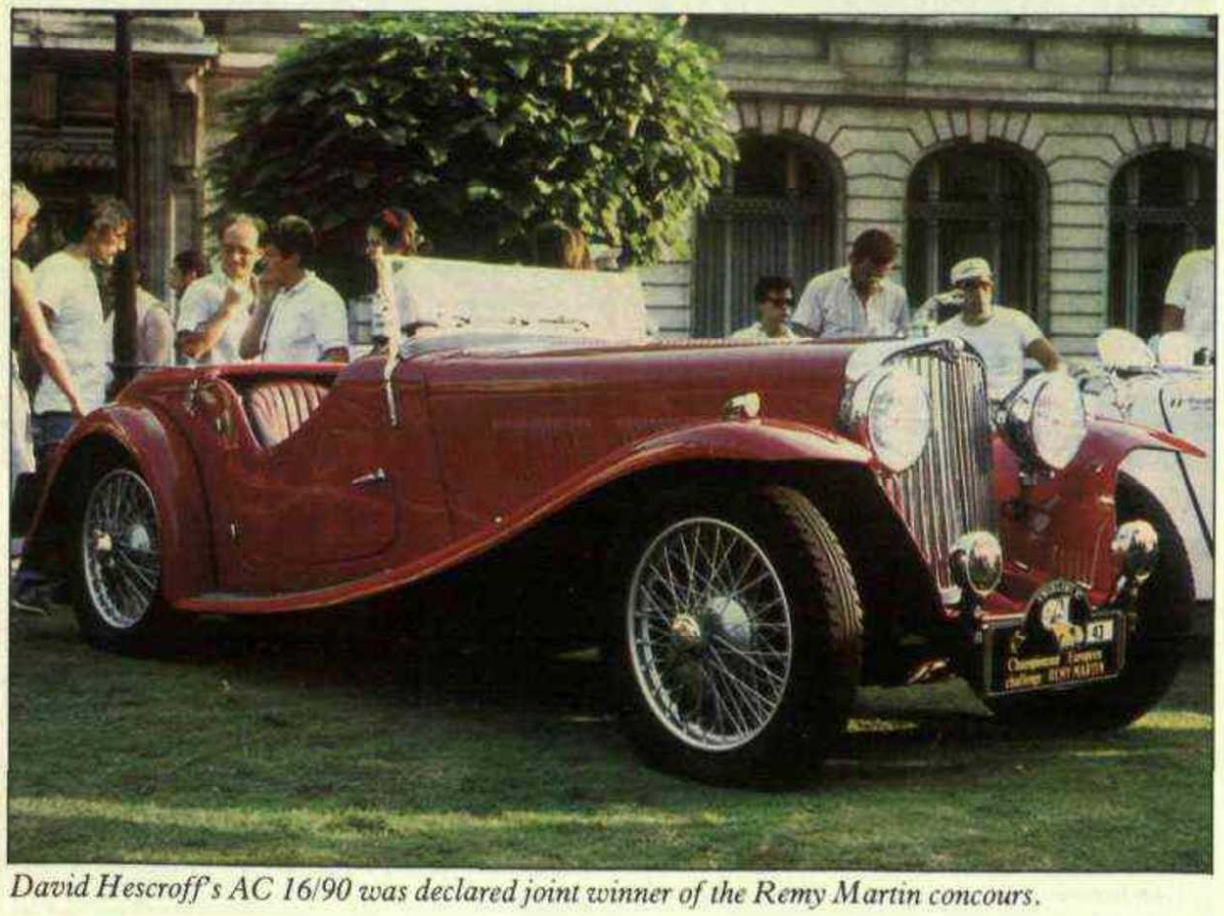
Presteigne Trophy: R. Hickling (Dodge)
First Class Awards: R. Hickling, C. Collings (Bentley), R. Collings (1903 Mercedes)
Second Class Awards: H. Monro (30/98), W. Liddell (30/98), C. Rides (Invicta), B. Gray (30/98)
Third Class Awards: Reynolds (Bentley), A. Jeddere-Fisher (30/98), W. Urrey (Riley 9), H. Spence (Lea-Francis)

ANGOULÊME



Always one of the more spectacular sights is the trike event, dominated of course by Morgans.

Les Nouveaux Remparts



David Hescroff's AC 16/90 was declared joint winner of the Remy Martin concours.

Of the many old-car gatherings in Europe, the Circuit des Remparts of Angoulême must be the most splendidly sited. Built on a rocky peak overlooking the Charente river in central France, the medieval town was scene before and after the War of races attracting the likes of Raymond Sommer, Maurice Trintignant, Jean-Pierre Wimille, and Fangio.

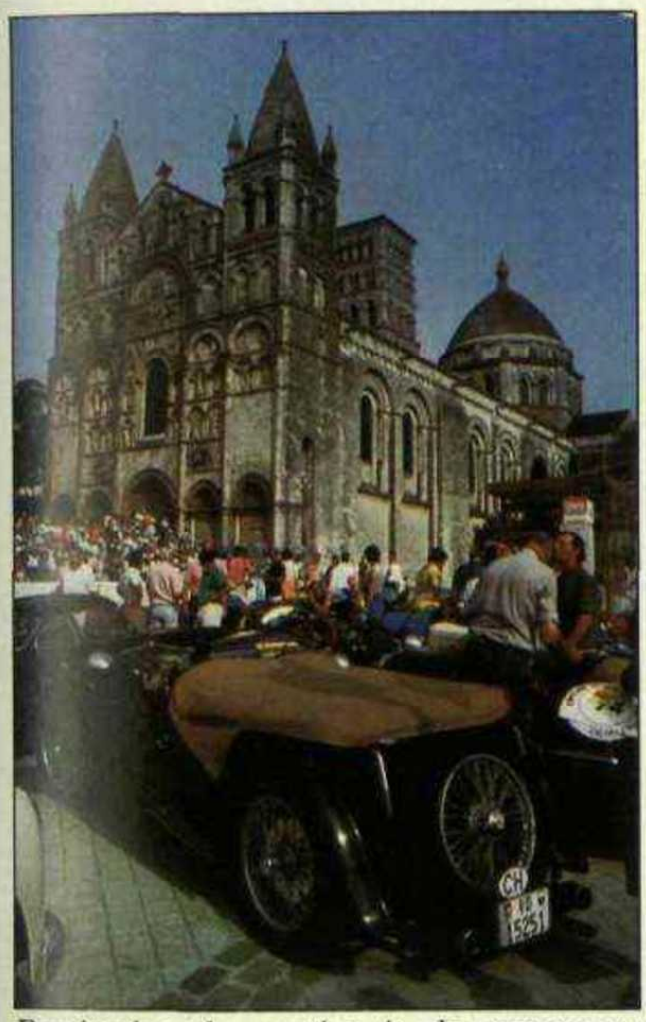
The racing stopped in 1951 when the twisting street circuit was considered too risky, but in 1978 a series of parades around the old track was instituted, which has now grown into one of France's best-known Classic meetings.

Open to sports-racers and single-seaters, the weekend begins with a "rallye touristi-



Amongst the trophies was one for Ferraris; this is a 1951 212 Barchetta.

Circuit des Remparts



Dominating the meeting is the romanesque cathedral of Saint-Pierre.

que" through the surrounding vinyards, before the Remy Martin concours, the winner of which receives his own weight in cognac. Sunday sees the cars on the track, and the distinction between a parade and a race is often hard to make out. Run through the gardens below the cathedral, the hilly course includes several hairpins and boasts excellent vantage points.

It may only be a reflection of other days, but such events draw ever-increasing crowds and are introducing another generation to the sounds of the past.



Maurice Trintignant heads the F1 grid in a Lotus 24, with an 18 and a 72 on the next row.



As well as V12, V8, and flat-12 Ferraris, a pair of four-cylinder sports-racers arrived: this is the 1957 500 Mondial of Jean Francois Dumontant.

WORLD SPORTSCA

Even in the glorious days of the fifties, one title eluded us – The World Sportscar Championship.

Today, the Jaguar racing team have redressed the balance.

The awesome power of the V12 XJR-8 has emerged triumphant, with no less than eight victories in ten outings this season.

1st JARAMA
Watson/Lammers

1st JEREZ
Cheever/Boesel

1st MONZA
Watson/Lammers

1st SILVERSTONE
Cheever/Boesel

1st BRANDS HATCH
Boesel/Nielsen

1st NURBURGRING
Cheever/Boesel

1st SPA
Boesel/Brundle/Dumfries

1st MOUNT FUJI
Watson/Lammers

Individually it's a triumph for Jaguar team driver Raul Boesel. His five victories this season gives him the World Sportscar Drivers Championship.

He has ended the season on 127 points, and his fellow Jaguar drivers are second, third and fourth. Watson and Lammers (103), and Cheever (100). Porsche's Bell and Stuck have (99).

The team position is even more emphatic, Silk Cut Jaguar have 178 points.

And we're not finished yet. You can be assured we'll not rest on our laurels.

Already we're making plans for next season.



JAGUAR

THE MARQUE OF CHAMPIONS

XJR8

ults subject to confirmation. Jaguar Cars, Coventry, England.

R CHAMPIONS 1987.



WORLD
SPORTSCAR



CHAMPIONS
1987



Duncan Ricketts (ERA No 60) and Jaye in the Attenborough Special about to be lapped by Felton.

Slippery Lappery

The forecast said rain, and rain there was! So during the Shuttleworth & Nuffield Trophies Meeting at Donington Park on September 19, finale of the 1987 VSCC racing season, spins and wild slides at the chicane provided additional entertainment. Most older cars used to oversteer, but many owners have since made them understeerers, as the slippery conditions clearly demonstrated . . .

The Brooklands Society Trophy eight-lap scratch race came first, in which the Bentley-Royce V12 was never really challenged, although Burrell's useful lead was eroded somewhat by Simon Smith in dad's Super Sports Frazer Nash (now with 1.8 litres of Meadows power), with Spollon's 2½-litre Riley settled in third place. Dunham's famous ex-Brooklands Alvis displayed vast understeer and Brownridge nearly lost his Wolseley Hornet at the chicane, where Clement's Riley went straight on due to violent front-axle tramp. Burrell finished first, but was penalised for jumping the start and was relegated to third place behind Smith and Spollon — the Frazer Nash had lapped quickest, at 72.12 mph, but was only 0.3 seconds ahead of the Riley as they crossed the line.

The rain then set in, as A Smith's 4.3 Alvis took a five-lap handicap from White's A7 and Rowe's Lagonda Rapier. Cook's *monoposto* A7 spun away its chances, stopping with radiator steaming.

In the John Holland ten-lap scratch race, deteriorating conditions did not deter the two drivers whose machinery one would expect to be very difficult in the wet. I refer to Stu Harper in the Morgan Aero three-wheeler and Peter Morley in the 24-litre Bentley-Napier.

Morley, arms going from lock to lock through the chicane, drove splendidly; the aero-engined giant lead all the way, but was hotly pursued by the tiny Morgan, which displaced Dick Smith's Frazer Nash after half distance when this other chain-driven car began to emit smoke and only just managed to take third place, in a "photo-finish" with Threlfall's Ford oval-track racer. Meanwhile, Morley had won by two seconds from the Morgan, the best lap-speeds 64.17 and 64.23 mph respectively. John Howell in the 3-litre Sunbeam (substitute for his 16-cylinder T47 Bugatti) managed to pass Roger Collings in the 3/4½-litre Bentley, but not Hine's similarly-engined Bentley.

Threlfall led away in the following five-lap scratch race, but after a lap Stretton's MG KN Special had it all buttoned up, pulling out a comfortable lead over Sparrowhawk's big Alvis, which needed points in the MOTOR SPORT Trophy and had taken the McDowell by lap three. They finished in that order, with the other, very noisy, KN MG of Summers fourth and the rather flat-sounding Avon-Bentley fifth. Holdsworth held the wildly understeering and seemingly out-of-control Giron Alvis with skill, but Roberts could get no speed out of his TT Replica Frazer Nash.

The Pre-War S & N Trophy race was a miserable affair due to the conditions but Felton in the 3.2 *monoposto* Alfa Romeo built up a very considerable lead on lap one and had it all his own way thereafter, winning by 6.9 seconds from Sir John Venables-Llewelyn in his ERA R4A. Behind them came Brian Classic in ERA R2A and Bill Morris in ERA



Another two victories for Rodney Felton's monoposto *Alfa Romeo netted him the MOTOR SPORT Brooklands Trophy.*



Morris drove brilliantly in the Allcomers race, holding off Harper's Cooper for seven laps.

VSCC Donington Finale



An ERA in the wet makes a daunting debut, but Prince Chula's daughter Narisa finished.



Peter Morley slithered to a fine win in the John Holland with the huge Bentley-Napier.

R12B — the latter finishing third only to be excluded because his helpers had given him a push-start after the one-minute signal. Classic, driving neatly, took the Nuffield Trophy as his was the first 1½-litre car home, Ludovic Lindsay in Lady Lindsay's ex-"Bira" ERA "Remus" coming in 15.9 seconds behind.

Interest was increased by the brave appearance of Narisa Chakrabongse in her ERA R2B "Romulus". In this her first race she was lapped twice by Felton as she drove discreetly at the back of the field, with a fastest lap of 52.23 mph. Let us hope the sun will shine when Narisa takes ERAs and other historic cars to race in Bangkok this winter, in memory of her late father Prince Chula, and his late cousin Prince "Bira" who, of course, raced "Romulus" and "Remus".

In difficult conditions, Felton lapped Donington at 70.32 mph and averaged 68.89 mph, never putting a wheel wrong.

In the handicap which followed Brough's Riley had wilder and wilder slides, and it was the turn of Harper's Morgan to go straight on at the chicane, though he recovered quickly. After the credit laps had been taken into account, Brough had won from Smith's 4.3 Alvis and Twelvetrees' Riley.



Julian Ghosh (Vauxhall TT) duelled with the Bentley 3/4½-litre of Roger Collings.

The Allcomers' twelve-lap scratch race, still in the wet, saw Bill Morris in the ERA "Hanuman" streak past John Harper's Cooper at the start and drive a truly magnificent race. Making up for his previous disqualification, he kept his pre-war car ahead of the low-hung post-war F1 car for seven exciting laps before dropping back. Harper had reckoned without Felton, however, and at the end of lap eight the Alfa Romeo took up the pre-war versus post-war challenge and went past to win by 0.5 seconds, at 68.49 mph. His best lap was 71.61 mph (1.29 mph quicker than in the previous S & N Trophy race), whereas Harper's best was 70.60 mph. Bill Morris took a very well-deserved third place behind Harper, nicely ahead of Sir John Venables-Llewelyn, whose ERA had taken him wide at the now very slippery chicane on the home run. The HWM-Jaguar spun off.

The John Goddard Memorial handicap used credit laps, and was won by Toone's 1750 Alfa Romeo from Fox's Delahaye and Guy Smith's potent 3½-litre Alvis-powered Frazer Nash — dear old Frank Lockhart lapping quickest in the venerable Rover (63.71 mph).

Brough then took another handicap race from Twelvetrees and Corliss' A7 Ulster, the winner clocking 60.64 mph, and the racing closed with Martin Morris' son Miles winning the final scratch race in ERA R11B (best lap 68.54 mph) from Colborne's 6CM Maserati and Gibbs in Charles' C-type Connaught.

It only remained for the Ford Trophy of FoMoCo (and £150 prize money) to be presented to J Brydon, who had driven his Speed 20 Alvis to all his races and for Mrs Winifred Boddy to hand the MOTOR SPORT Cup (with prize money totalling £325) to an appreciative Rodney Felton, who had that damp afternoon improved his pointage to 101, against Sparrowhawk's tally of 93. **WB**



A delighted Rodney Felton receives his Brooklands Memorial rewards from Mrs Boddy.

RESULTS

Shuttleworth & Nuffield Trophies Pre-War Race: 1, R. Felton (Alfa Romeo), 68.89 mph; 2, Sir J. Venables-Llewelyn (ERA); 3, B. Classic (ERA).
Allcomers' Race: 1, R. Felton (Alfa Romeo), 68.49 mph; 2, J. Harper (Cooper); 3, W. R. G. Morris (ERA).
Brooklands Society Trophy Race: S. Smith (Frazer Nash), 69.67 mph.
John Holland Trophy Race: P. Morley (Bentley-Napier), 62.38 mph.
John Goddard Trophy Race: R. Toone (Alfa Romeo), 55.58 mph.
First Five-Lap Scratch Race: M. Stretton (MG), 59.60 mph.
Second Five-Lap Scratch Race: M. S. M. Morris (ERA), 67.31 mph.
First Five-Lap Handicap: A. Smith (Alvis), 57.33 mph.
Second Five-Lap Handicap: D. Brough (Riley), 57.80 mph.
Third Five-Lap Handicap: D. Brough (Riley), 59.03 mph.
MOTOR SPORT Brooklands Memorial Trophy for pre-war Brooklands or Brooklands-type cars: Felton (Alfa Romeo) 101 pts, Sparrowhawk (Alvis) 93, Summerfield (Avon-Bentley) 85.

Donington Jottings

It was nice to see Averil Scott-Moncrieff driving her Bugatti. She was overtaken following a duel with Rathbone's Talbot 105, but the latter almost hit a wall after a long skid at the chicane, losing seven places. The best overshoot here was by the Bentley-Royce in the same race.

Nice, too, to see John Vessey racing a V4 Lancia Lambda again, and Mrs Di Threlfall driving so sensibly in her V8 Lancia. Another driver to reappear was A Bianchi, sharing the Giron-Alvis.

The Attenborough Special smoked badly, but only on the overrun.

Nutter's great Bentley tourer, its hood up, acted as the course-car.

In spite of the persistent rain, pre-war cars outran the post-war racers! **WB**

VETERAN TO CLASSIC



John Carter's CGV is back in pristine condition and ready to compete in Veteran events.

CGV Fire-Up

Some 160 guests turned up at Pentlepoir in Wales at the invitation of John Carter and his family, to see his 1904 CGV fired-up for the first time since its meticulous rebuild.

This is a rare veteran, only two of the make surviving here and two more, including a 70hp limousine, in America. From its French birthplace this Type H1 (No 2125) CGV was found some 20 years ago in the Mahy Museum in Gwent, with a De Dion Bouton on top of it. John Carter has added it to his pre-1914 collection, which encompasses a 1903 Sunbeam, 1911 40/50hp Rolls-Royce two-seater, and 1913 Sunbeam tourer.

The product of the three well-known French racing drivers Charron, Girardot and Voigt, who had driven Panhards in the early races, the CGV was known as the Charron after 1907. The car which Carter has been painstakingly restoring for four years or so is a 115 x 150mm 6.2-litre 25/30hp CGV with a four-seater, side-entrance touring body by Pingret, Guion et Breteau of 45 Quai National, Seine, finished in red with black lining overlaid in red. The frontal metalwork was remade by a local unemployed craftsman and the running boards have yet to be covered.

The engine is a four-cylinder T-head, fed through a copper manifold on the offside, with four separate riser-pipes and a Zenith carburettor. A huge exposed-magnet magneto on the nearside (a Rivet I think) fires plugs on the opposite side of the engine, and the cooling system comprises a rear water reservoir, a low-slung encased gilled-tube frontal radiator, pump-feed, and an underfloor filler; until the engine is running there is no aater in circulation. Originally the aforesaid magneto was supplemented by a second set of sparking plugs fired from dashboard-mounted trembler coils.

The "mangle-wheel" timing gears at the front of the engine are completely exposed and

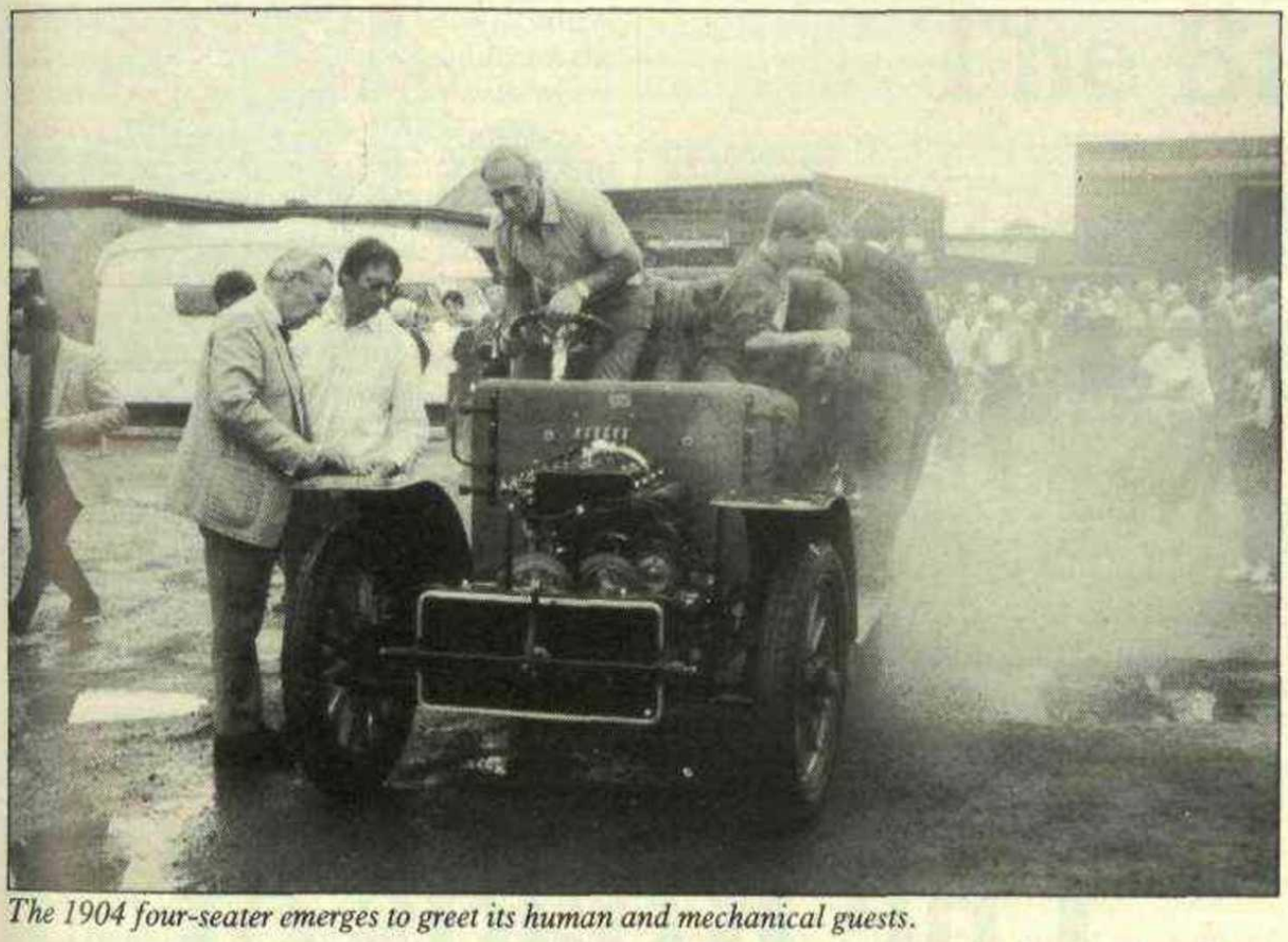


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Alexanders
THE JEWELLERS LIMITED



The 1904 four-seater emerges to greet its human and mechanical guests.

the bonnet is of the typical, rather undistinguished CGV coal-scuttle type, but gives the car an imposing frontal aspect. Ahead is a centrally-mounted L'Autoroche of Paris headlamp. Rear springing is of the platform type.

Final-drive is by side chains, sprocket sizes suggesting a very high top gear, and there are three control pedals, the right-hand one a tiny piano-type accelerator. Rear brakes are augmented by an expanding-pattern transmission brake. The dashboard carries six oil drip-feeds, each labelled as to its function, a water-pressure gauge, the usual lubrication arrangements and an ignition switch; the "signal-box" aspect of the side levers and the fine serrations on the teeth of the two quadrants above the steering-wheel are noticeable. Varnished wooden wheels with a multiplicity of spokes carry Dunlop Cord 880 x 120 tyres. Originally the chassis, which displays artistically-shaped steering connections and a massive front axle, had no greasers, but this has been rectified.

To appreciative clapping from the assembled guests, the engine of this fine CGV started first pull-up after its long silence, and John drove it into the open.

Bryan K Goodman, who has the only other CGV in this country (No 2054, also a 1904 25cv model which he acquired in 1969) had come from Reigate to be present. He told me that although both CGVs are of identical type, there are some interesting differences between them, such as the sprockets on the Carter car being attached to every one of the rear-wheel spokes, but to fewer on his car, whose transmission brake is of contracting type. This suggests that, while lesser manufacturers may have been content to introduce improvements annually, CGV in Puteaux preferred to make theirs continually . . .

Cars which had come to pay homage to the CGV included the big 1913 Napier tourer which Mr Goodman had recently sold to its new owner and which came from Newbury and back in the day; the aforementioned vehicles from John Carter's treasure-trove of a garage; a yellow bull-nose Morris Oxford two-seater and a bull-nose Cowley two-seater, both I believe from the Carter stable; various Austins from four-cylinder Twenty to Chummy Seven; Bruce Dowell's 1919 24hp Sunbeam motor-carriage; a Derby Bentley saloon; a Model B Ford saloon; an immaculate vintage Humber tourer; a rough Singer Le Mans; an ohv solo AJS and a vee-twin AJS sidecar outfit.

This made for an enjoyable day, and we wish John well with the CGV in forthcoming VCC events. **WB**

V to C Miscellany

Jerry Larks of Panshanger is anxious to trace the missing 750cc JAP engine which the late Clive Lones used for record-breaking in a Morgan three-wheeler. This ex-Brooklands Morgan now has an ex-Rhodes JTOR JAP engine; the smaller vee-twin was in the car when Mercury Motors of Harrow bought it in 1950, but it is rumoured to have been thrown out due to lack of storage space when the Morgan was in Derby in the 1950s. Can anyone help?

Somewhere in Shropshire is a field in which lie a number of derelict cars, including four or five Austin-Healeys, and an early post-war Aston Martin. It is not known whether they are for sale.

From *Brescia Bits*, the very specialised newsletter for owners of 16-valve Bugattis, we learn not only that Tony Hutchings has acquired the ex-Tony Rippon Brescia, but that he drove it more than 500 miles from Wiltshire to a recent VSCC Yorkshire Rally. Issue 19 of *Bits* lists 79 subscribers, and contains a reprint of an article about B H Davies' first Bugatti which appeared in *The Autocar* in 1943.

Geoff Roe, its Chairman, asks us to say that it was the Pre-War A7 Club which ran the recently-reported Attingham Park Rally (under its Severn Group) and that it was one of the founder-clubs of the A7CA. The A7 Sports Register is also part of the Pre-War A7 Club. Geoff's new address is 10 Marshall Road, Cropwell Bishop, Nottingham.

The Morris Bullnose Club got its Register of known bullnose and flatnose Morris cars off the presses in time for its Oxford Rally, and it is an excellent little record of these popular cars down to 1931, with technical notes by Robin Barraclough — well done Margaret Goding. The Morris Register's Autumn *Journal*, as interesting as ever under the editorship of Harry Edwards, carries articles on Royal Morris and Wolseley cars and on an early Hereford agent, as well as rally reports. **WB**

VSCC Dates

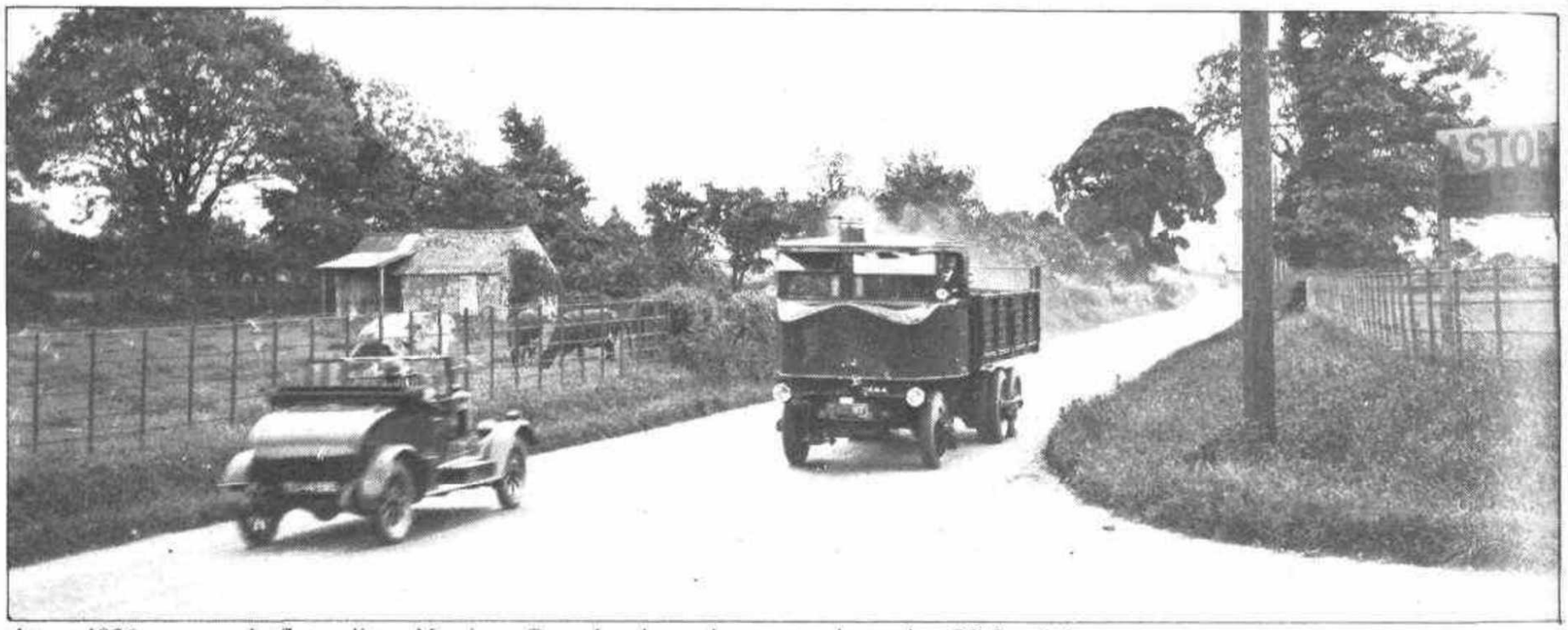
Forthcoming VSCC fixtures are the tough and much-appreciated Lakeland Trial on November 7 and a new trial in North Wales on November 14. **WB**

Cars in Books

From *Another World — 1897-1917* by Anthony Eden (Allen Lane, 1976) we learn that the Earl of Avon's father took to motoring with style. He had two Benz cars, a limousine for use in the country and a smaller one with Brougham body in London; as an auxiliary at his fine country mansion, Windlestone, in County Durham, there was a Siddeley. All had bodies by Hooper, painted yellow as the family carriages had been before them. They were driven by an Austrian chauffeur, Adolf.

In 1914, Anthony Eden's elder brother Jack had an Austro-Daimler, possibly a Prince Henry model, in which they drove after lunch at the Cavalry Club to the Eton and Harrow at Lords that summer.

The book also illustrates the new Napier tourer which was purchased in about 1906, and Prince Francis of Teck (who became a committee member of the Brooklands ARC) arriving by car with Lady Eden at a bazaar in aid of the 6th Durham Light Infantry Volunteer Battalion in 1906. **WB**



A post-1926 scene, as the flat-radiator Morris confirms, but the roads are as uncluttered as OJ found them . . .

The Roads of the 1920s

We left Owen John enthusing over the 9/20 Rover, which resided with his own 16/50 Rover saloon, and which recalled summer Sunday runs from London to the seaside, to Brighton and Eastbourne chiefly, which were a feature of motoring in vintage times. I still remember, long before I had a driving licence or a car, how jealous I felt of a friend taken only as far as Burnham Beeches, but in a twin-cam 3-litre Sunbeam . . .

OJ was off next, in the big Rover with its unusual valve-gear, to Stoke-on-Trent. In August 1926 the middle of England was as empty as the central plain of France, or so he found as he drove over the excellent Cheshire roads. Not quite the same these days perhaps, and I notice the trickle of cars on the A44 which can usually just be seen from my house becomes noticeably more bunched in summer, when the cars are laden with holiday packs on the roof-racks.

OJ found that man had ruined Cannock Chase, but praised Watling Street as running straight from Shrewsbury to London, whereas in 1906 it had been a mere track. He liked the Chasemen (as he referred to them) mainly because, having lost his wallet near the canal on a Saturday, he went looking for it on the Sunday and a small boy told him he had picked it up and his mother was awaiting its owner. I hope OJ proffered a suitable reward, especially as the coal strike was going on and on, and coal boats were idle on this very canal.

In 1926 Lichfield was being provided with a new road network, so that soon "the never-ending block and jostle outside the George Hotel may be ended, and once more peace shall reign in its ancient ways". OJ did not like Lichfield cathedral as much as others, and thought the statue to King Edward VII should be abolished (or at least cleaned) as being a shameful libel on a "great and good man" — which will make one cast an eye, when next one has to negotiate this old town.

North of Lichfield OJ admired the beautiful and comparatively lonely land of ups and downs and hidden houses stretching away to the stream of Dove (with Derbyshire beyond) at its best all the way to Ashbourne. The Rover, with its good brakes, was being driven quickly here — though now I suppose it would impede the Escorts and Fiestas.

The tall wireless masts had just recently come to Daventry, and here the Watling Street surface was so bad that OJ diverted towards Northampton and came home by way of Towcester to Buckingham — happy little Buckingham which could once have had a big railway through it, but in 1926 "hardly sees a motor-lorry", a lone and forlorn town too lazy to dredge its canal. Aylesbury, however, was rapidly becoming "such a home for factories that it stands a chance of losing altogether its earlier claims to fame", such as what OJ called one of the finest examples of an old English inn.

Just before reading this part of OJ's diary, I had occasion to drive through Aylesbury *en route* to meet a very active lady who regards me as a mere stripling, who still drives her Metro all over the place, and who had just returned on Concorde from a cruise to America in the QE2, which was "not like the ship I remembered before it became a cruise-liner". At her house in Wendover she showed me a photograph of herself as a young girl in the 1914 TT Humber and the No 2 experimental 3-litre Bentley with Clive Gallop in 1919, and recalled Gallop and Zborowski calling on her in the south of France in a fine Hispano Suiza. I found Aylesbury horrid, all vast roundabouts and too much traffic, although I was glad to go through Halton, home of the RAF staff college.

It had also been just possible to discern the grass verge beside the now busy A41, where, as a boy, I used to sit with notebook and pencil to take a census of passing cars, becoming impatient when there were long gaps before anything passed! That was at the time when a clockmaker still drove out from Aylesbury to Waddesdon in his 1914 Standard two-seater to wind the many clocks on Lord Rothschild's estate and mansion; when a 1914 Singer Ten was used to take the servants to the station; when my aunt was allowed to play golf on the Waddesdon course if the Rothschild family was not using it; when I found a 1902 De Dion Bouton under a pile of rubbish outside the little garage at the Aylesbury end of the village, but hadn't the few pounds they wanted for it; and when the local bus service consisted of either a rattly Model T Ford or a larger Lancia, which would wait for regular fares, pick up anywhere along the deserted road, and whose time of return was determined by discussion between passengers and the driver in Aylesbury market-place.

Incidentally, although Frank Lanchester would call on Lord Rothschild with the latest Lanchester Forty, His Lordship remained faithful to his 40/50hp Rolls-Royces. As I drove through Waddesdon last month, saw the entrance gates to the estate and passed the boundary at the crossroads further on, it

seemed like yesterday, when I knew, if others had forgotten, that the dairy building on the left as we came into Aylesbury was where Cubitt cars had once been made . . .

However, it is OJ who is supposed to be taking us on a look-back to the roads of the 1920s! By 1926 he was bemoaning the fact that cars had made the world so small that only an aeroplane could make it smaller, for a modern car could cover the length of England in a day and think nothing of it; and that in his little inland tour of some 1100 miles in the 16/50hp Rover "nothing ever happened on the road all the long way south and west and north and south again". Well, it is even more so in 1980s cars; a friend and I decided years ago, however, that it is anticipation of what *might* be round the next corner that makes driving so fascinating, and I continue to enjoy most long cross-country journeys.

One point OJ was making all those years ago was that there were too many heavy lorries about, his complaint being that they broke up road surfaces; while this may not apply so much now they all run on pneumatic tyres, few, I think, will disagree with his sentiment that heavy loads were for the railway. "Render unto Caesar the things that are Caesar's" quoted OJ, meaning render to the railways the things no other form of road is capable of carrying.

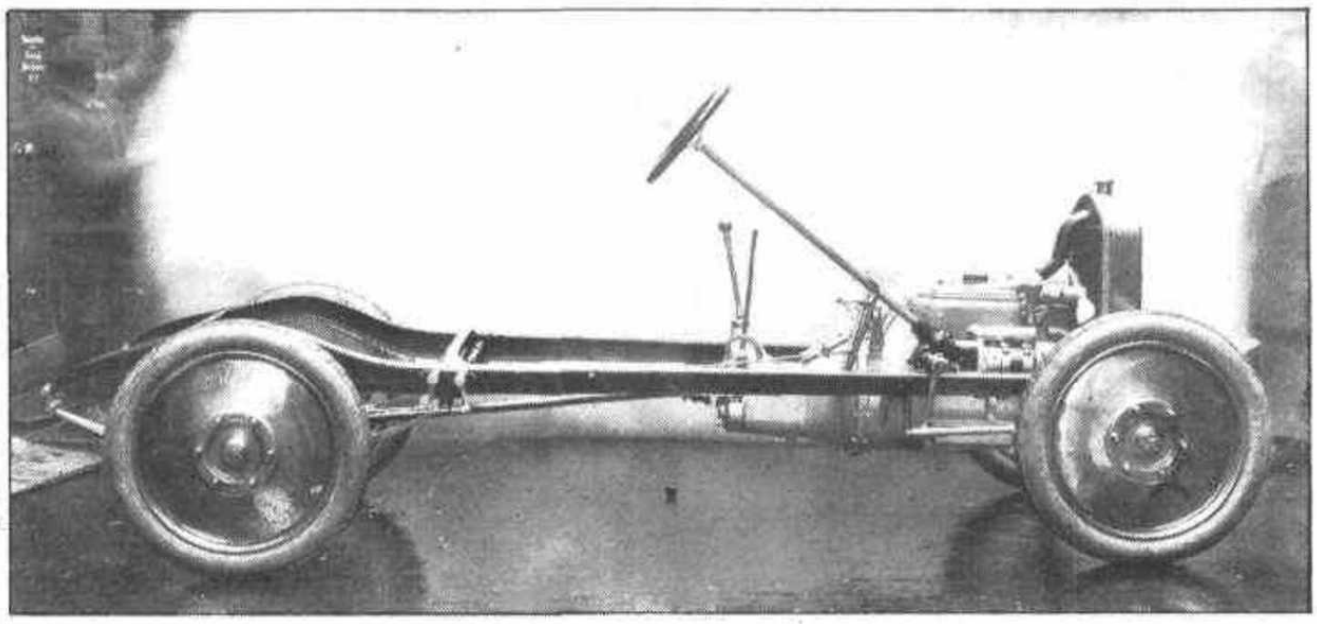
OJ's diary dates itself when he holds forth against trams, in spite of saying he was not a "tramcaroclast". They still ran in London — indeed, it was not until some years after WW2 that the last London tram ran its last run, followed, in the cause of nostalgia, by enthusiasts, pretty girls, the 1911 Coupe de *l'Auto* racing Delage, John Bolster's 1911 Rolls-Royce and my own 1926 Delaunay-Belleville landaulette.

By 1926 they had gone from Oxford and Cambridge, along with their tracks, yet remained in London and in Birmingham; in the latter OJ praised the way they did not interfere with the road which ran from the Austin factory almost as far as the joint railway stations, except that there was bad congestion outside George Heath's showrooms until somewhere near Gosta Green, where a wide street took one into more or less open country. I wonder if this makes any sense to today's inhabitants of Brum?

OJ turned from trams to noisy cars. He made the interesting point that when motoring started the mechanism was often noisier than the exhaust, whereas by 1926 the opposite was true, and motorcycles had noisy exhausts when the rest of their mechanism had been rendered quiet.

I think this applies to some machines to this day — not that it is always objectionable. When I hear occasionally the yowl of what I take to be a high-revving two-stroke opened up along a nearby half-mile of straight road, it reminds me of somebody practising down the Railway Straight at Brooklands before a BMCRC meeting . . . **WB**

The Butterosi



In his day the late W J Brunell was a very skilled photographer, working mostly for the yellow-cover journal *The Auto* (not to be confused with *The Autocar*) but also specialising in fine photographs of the interiors of stately houses and their changing garden scenes throughout the four seasons.

When I heard Brunell was offering his entire collection of photographs and glass-plate negatives for sale, I thought MOTOR SPORT would be well advised to purchase them, and drove down to see what I could do. Brunell greeted me by asking what make of car I would like to look at first, implying that he had photographed them all. Feeling this to be rather pompous I sought to catch him out by replying: "What about the Butterosi?"

I knew practically nothing about this make, but thought it would be sufficiently rare to defeat the old photographer. "Ah, that will be in the B file", said Brunell, and a moment later he was handing me a set of photographs of a Butterosi. Not only that, but these prints showed both sides of the car's engine, its dashboard, front and back and side views!

Feeling suitably chastened, I realised that as a penance one day I should have to do some research on this obscure make! As for Brunell's enormous collection of photographs, I believe it is now in the Beaulieu Library of the National Motor Museum.

About this Butterosi. It was made at Boulogne-sur-Seine, and some called it the best of the French light-cars. C R Finch-Noyes of Lennox House, Norfolk Street in London, sensing that at a time of acute car-shortage, after the Armistice, it was highly desirable to have something on wheels to sell, took a stand at the 1919 Olympia Show and exhibited thereon a 12hp Butterosi six-light saloon, a four-seater tourer edition of which was priced at £600.

The specification embraced a four-cylinder 65mm × 100mm (1327cc) side-valve engine with trough lubrication, distinguished only by its magdyno. Also notable, however, was the unit construction of engine and four-speed gearbox, with the multi-plate clutch fully enclosed by the clutch-pit but accessible through a big rectangular cover-plate.

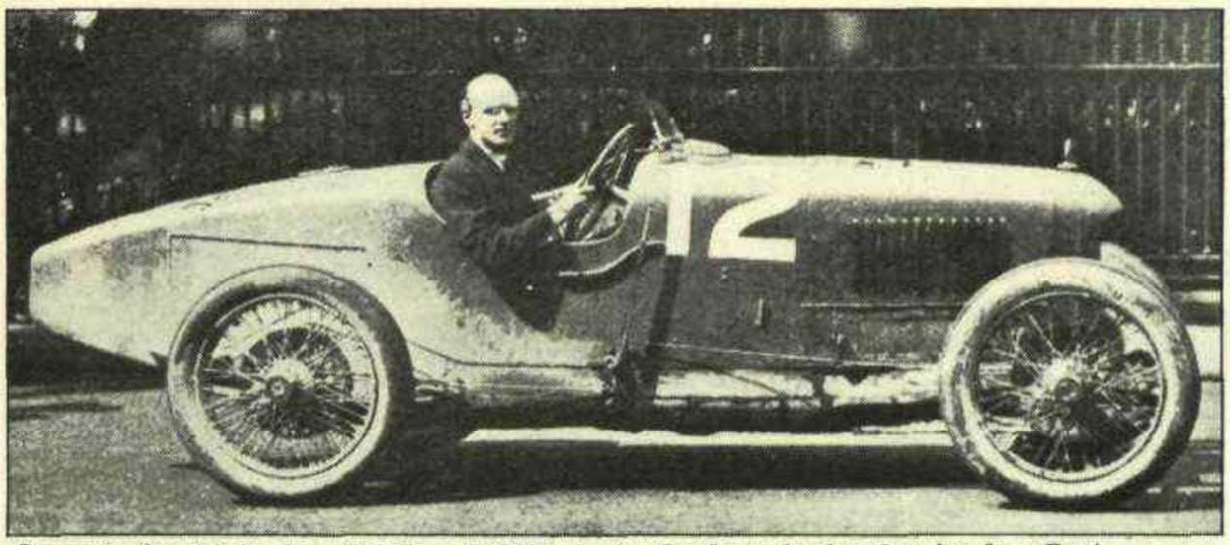
Otherwise the Butterosi was just a typical French small-car of the period, with disc wheels shod with 765 × 105 tyres, a neatly made back-axle, with two steel castings bolted together on the differential centre-line. It was claimed that although thermo-syphon cooling was used, the radiator header-tank stood some 12in above the top of the cylinders. But as the bonnet-top sloped downwards and the radiator was not particularly tall, the three-point-mounted engine unit must have been hung very low in the chassis.

Evidence of economy was to be seen in the braking system, which although compensated and equipped with finger-nut adjusters, used the same drums for both systems — the pedal working external brake-bands, the lever expanding shoes.

That Mr Brunell was able to produce a set of photographs of this rare and unsung car is all the more to his credit, for in May 1923 the Light Car Company of Euston Road was still trying to get rid of an almost-new 1920 Butterosi saloon (probably the Show car) for £165.

The make made its debut at the 1919 Paris Show, but little more was heard of it after the London Show, although one was shown on the James H Gatt stand at the Scottish Show in January 1920 (held in Glasgow's Kelvin Hall which, before being burnt down and rebuilt, resembled an aeroplane hangar with a wood-supported roof).

Early in 1921 the Welbeck Auto Agency of Great Portland Street was advertising a new four-seater Butterosi, said to do 38 mpg, for immediate delivery, dubbing it "France's Best Light-Car". But whereas that other rare car for which a similar slogan was used, the Sequeville-Hoyau, appeared in the 1921 MCC Land's End Trial driven by a Mr Myson (and I discovered one during WW2 in the garage opposite the RAE in Farnborough), the Butterosi just faded away. **WB**



Segrave after driving his 1923 French GP-winning Sunbeam back to London from Paris.

Sunbeam Cameo

A little bit of Sunbeam racing history came to light in an unexpected place, while we were reading an adventure story in the period style of Conan Doyle or Agatha Christie.

This was a book by Mark Pepys, Sixth Earl of Cottenham, who drove "works" Sunbeams in lesser events in the 1920s, before turning to the FWD Alvis cars. Entitled *All Out* (Cassell, 1932), it is entirely fictional, but its Dedication to Lady Doris Segrave recalls the good times Segrave, his wife and their friends had with Cottenham in those days.

In particular, the Earl recalls riding with Segrave in the 2-litre GP Sunbeams at Montlhéry and Brooklands, in the 4-litre V12 Sunbeam at Southport (where in 1926 it raised the Land Speed Record to 152.33mph, Cottenham presumably doing some of the test-driving) and at San Sebastian (where the front axle broke while Segrave was leading), in the "wickedly fast and un-stoppable" 1926 Talbots, and in Sunbeam touring cars, presumably including de Hane Segrave's twin-cam 3-litre.

What is especially interesting is that Cottenham refers to bringing back to England the 2-litre Sunbeam with which Segrave made history in 1923 at Tours, by being the first driver to win the French GP in a British car — albeit one closely related to the previous year's Fiats. It seems he took turns to drive it from Paris to London with Segrave.

He says Doris Segrave (formerly the actress, Doris Stocker) went off with the luggage, George (possibly George Duller) with his Epsom salts and best umbrella, Segrave and he with the winning car. They laughed and joked all the way, apparently, yet averaged about 64 mph to Le Havre (in the race, with Dutoit as his mechanic, Segrave had averaged 75.3 mph). After dinner they were cautioned by an armed gendarme for larking about on the quayside, and had to sleep in their shirts on the ship, as the luggage had gone on to London. Next morning Segrave washed the Sunbeam down with paraffin before the drive to London.

On that run, maintaining a very high pace from Southampton to Winchester, many plugs oiled-up and had to be changed, presumably on account of the slower traffic. Yet across the deserted Hartford Bridge Flats their speed, according to Cottenham, was "rising to 120 mph" — amusing, as he said, for one who was later to play such an active part, in print and on the wireless, in advancing road safety!

WB

V to C Miscellany

Tony Chesters' 1912 Model T Ford Town Car illustrated last month is the oldest British-built (Trafford Park) Model T known. It left the assembly-line that January, and was supplied by Mann Egerton to a customer in Norfolk. He apparently kept it until it went to Billinghams, the Wolverhampton Ford Main Agents, in the 1930s. There it remained until Mr Chesters heard of it (as Chairman of the Ford Model T Register, he is naturally a keen T-man) and bought it in December 1986.

Bryan Goodman has nearly completed restoration of the only remaining (ex-Hutton-Stott) TT Hutton, to keep his 40/50hp Rolls-Royce and CGV company, and will be taking part in the Australian International Rally.

This year's RAC/VCC London-Brighton Veteran Car Run for pre-1905 cars takes place on November 1, starting as usual from Hyde Park at 8am. The VCC cocktail party will be held on the Saturday evening at the RAC in Pall Mall, and is open to all VCC members.

Riley versus Dorman

There cannot be a true motoring enthusiast alive who is not aware of the ingenious Riley valve-gear of the pre-war years, wherein inclined overhead valves in hemispherical heads were operated by two camshafts set high in the crankcase so that notably short push-rods could be used.

It has become a classic means of combining the advantages of twin overhead-camshafts with those of simpler push-rod operation. So effective was this valve-gear that it sufficed for the supercharged ERA racing engine, and was used for later Lea-Francis cars and others. All praise to Percy Riley for the design, which surfaced around 1925.

However, at the back of my mind was the thought that somewhere, years ago, I had seen (possibly in the Science Museum) an engine with similar valve-gear. Memory told me it was a Dorman engine.

Doing some research, I find that in 1919 W H Dorman & Co of Stafford did have such an engine, which was also innovative in having an aluminium cylinder block with "wet" cast-iron liners, regarded as advanced at the time. Its valve-gear was very like the Riley's: camshafts on either side of the crankcase, set sufficiently high for the push-rods they operated to be two-thirds the length of ordinary push-rods. Thus, as with later Riley engines, not only were inclined overhead valves possible without the complication of overhead-camshaft valve-gear, but the low valve-gear inertia-factor of a twin-overhead-camshaft engine was achieved, at least in part, by those short, light, push-rods.

It seems both Percy Riley and John Dorman realised that if driving their high-camshafts might absorb a little more power than would turning one conventional camshaft beside the crankshaft, this should be more than offset by a gain in combustion efficiency, which floating valves (caused by valve-gear inertia) could undermine.

So Dorman seems to have led Riley! Except that in the Dorman engine the push-rods engaged the outer extremities of the overhead-rockers, so the valves were only slightly inclined in a pent-roof head; whereas Percy Riley let his short push-rods engage the inner ends of the rockers, and thus it was easily possible to incline the valves at an acute angle, giving proper hemi-heads. Here is another interesting example, however, that very little in engineering history is entirely new.

In fact, it could be said that using camshafts on either side of the crankshaft to actuate oh-valves, albeit with long push-rods, was but the logical development of the earlier T-head side-valve engine; that is how Pipe, Benz and Fiat probably regarded it when they wanted both inlet and exhaust valves "upstairs".

Mechanical simplicity came by having only one base-chamber camshaft, and it was only when the power-race called for better breathing, via inclined oh-valves, and better-formed combustion-chambers, that it became necessary either to put the camshaft(s) up top or, like Dorman and Riley, devise more ingenious valve-gear.

WB



The 1914 TT Sunbeam and the Dodge 4 side by side at Weston-super-Mare's Speed Trials.

Seaside Speed

The Vintage Sports Car Club achieved another ambition on October 4, that of holding a seaside speed-trial.

In the 1920s and earlier, a great many seaside resorts attracted visitors by having such events on their marine promenades or on the sands. Weston-super-Mare, now just off the M5, started in 1913 (with a one-mile sand speed-meeting, at which Hands' 25/50 Talbot made FTD) and it was here the VSCC went for its first seaside sprint. It was made very welcome by the Woodspring DC, and the Burnham-on-Sea MC which ran the main event, sponsored by Honda agent The Hutton Motor Co.

The ½km standing-start sprint was run over the slightly-curved Marine Parade, and an electronic time-recorder was a much-appreciated feature at the start-line. Cars ran singly and there were virtually no delays, although each of the 91 entries had two runs.

Jaye's Attenborough Special seized its blower-drive in practice but frantic work produced a cure, and it then made FTD in 15.65 sec, beating Bill Morris in ERA "Hanuman II" by 0.74 sec. Among the non-starters was Sweet's MG (which DSJ was to drive), its owner not having time to comply with the ridiculous silencing regulations now insisted on at sprints; but David Roscoe lent Jenks his 4.3 Alvis instead, 3500 rpm in the gears sufficing from the big engine. Practice saw the Djinn laid on its side for repairs (but it non-started) and the JAP engine removed from the Morgan/GN.

VSCC President Roger Collings opened the course with his 1912 Brixia-Zust, carrying the Lord Mayor and Lady Mayoress. If the sea was far distant the weather was warm, and a spacious grass paddock had been provided, the whole atmosphere pleasantly informal.

Racing began with the up-to-1½-litre sports-car class, which Selwyn-Smith's Interceptor Frazer Nash won from Hall's Riley Sprite. In the over 1½-litre sports-car category not only did Birrane's 1928 4½-litre Bentley notch up another overall vintage class-victory, but it also made fastest vintage time, in 19.45 sec — too much for Matthews' Delahaye 135's 19.63 sec. Of the more specialised up-to-1½-litre sports-cars, Whenman's blown MG won, at 21.4 sec, from Keen's Lagonda Rapier (its supercharger fed by a SU carburettor) with 22.49 sec. Best vintage car was Owens' A7.



DSJ in Roscoe's 4.3 Alvis.

The well-supported class for special big sportscars saw Summerfield's evergreen Avon-Bentley win easily (16.56 sec) from Spollen's blown 2.7-litre Alfa Romeo (18.48 sec), with fastest vintage time going to Grant-Peterkin's 3/4½ Bentley (22.75 sec). Both DSJ and Roscoe were quicker than Chant in the other 4.3 Alvis "Brutus", the former by 0.01 sec.

There was a speed trap in operation, terminal pace varying from 42 mph for an A7 to 76 mph for Whenman's MG (DSJ had done 16.45 sec and 95 mph on his motorcycle that morning).

Of the small racing cars, Bill Morris in ERA R12B was quickest, chased by Gray's Hardy Special (16.39 sec against 17.55 sec) but Gray was consistent on both runs, whereas Bill had a slow first run. The Morgan/GN "Salome" misbehaved for Footitt, having to be towed back, and was not in much better mood on Freddie Giles' second run, but 22.76 sec on his first flight gave him the vintage section. Odell's Riley was regarding the sands nostalgically, having raced on them many years ago.

Lord Raglan, with the only Bugatti present, his red T51, ran second to FTD-man Jaye in the Historic Racing Car class with 16.67 sec; Martin Morris, *sans* bottom gear on ERA R11B was just 0.14 sec slower. Ghosh in the rebuilt TT Vauxhall won his section (19.70 sec, after a notably consistent show in which a mere 0.07 sec separated his times) while Danaher clocked 19.84 sec in the impressive 5.1-litre Delage "La Torpille", although outclassed by Spiers' Alvis Speed-20 and White's 2-litre Dixon Riley. Which reminds me that after an exciting tow to this venue in the Butterworth Special behind its owner's 4½-litre Bentley in 1949, we arrived at our hotel at midnight, just in time to see two waiters escorting Freddie Dixon out of the back door — the party was over!

Reverting to 1987, the Veteran and Edwardian class had 19 entries, of which Wooley's 1907 28/60 Mercedes two-seater won on handicap from Sally Collings on the 1903 Mercedes — the latter having seized its new pistons in practice, necessitating removal of the rear cylinder block in the paddock. Cecil Bendall's side-radiator 1903 1.9-litre Renault 10/12 was third on handicap after failing on its first run. Quickest, in fact, had been Roger Collings in Liddell's Straker Squire (23.36 sec), from his daughter on his Mercedes (25.99 sec) and Nick Ridley in his beautifully-restored 1914 TT Sunbeam (26.54 sec) wearing the correct registration number DA 5770 and running-in its new crankshaft.

Gordon's Grannie A7/JAP represented the sprint specials, doing 25.78 sec after he had wrestled it into bottom gear, and an interesting car was Moores' 1932 TT Vernon-Crossley (27.83 sec).

A splendid event, which must be repeated annually! **WB**



Nearly in its element—Odell's Riley Sandracer.



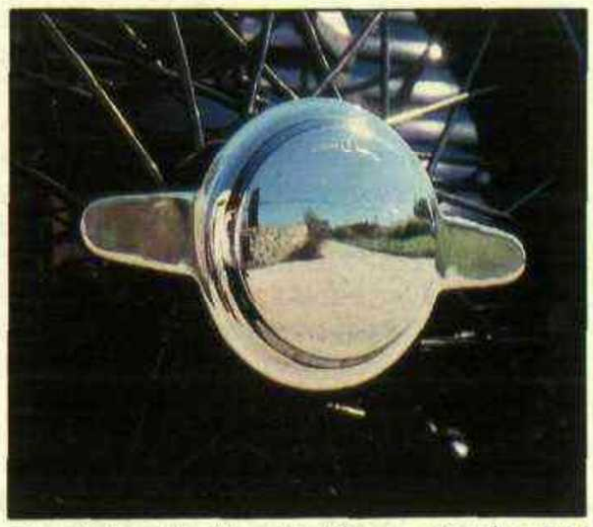
Back in its home country after half a century; the only survivor of the 1929 Stutz challenge for Le Mans.

From Indy to Le Mans

Every month MOTOR SPORT receives a series of enquiries from owners about the history of their particular car. Some are unexceptional vehicles, some are important; but on occasions something very special turns up. It happened this summer; the car is the only remaining example of three supercharged Stutzes which competed at Le Mans in 1929, and it is the very car road-tested in this magazine 57 years ago.

This unique survivor of one of the few pre-war transatlantic challengers to pose a serious threat to the Europeans, and specifically the Bentleys, is a car with an exciting and verifiable competition history: built especially for Le Mans in 1929, it was driven there by Richard Watney and George Eyston, running as high as fourth though it eventually failed to finish, and later that year it was driven in the TT by Watney, only to catch fire and retire.

In between it was offered for sale by Warwick Wright, the London Stutz agent, and was road-tested by MOTOR SPORT in January 1930. It was discovered derelict but virtually complete in the mid-Seventies, still bearing the number-plate UV 1906 with



French-inscribed knock-offs were fitted to LM cars by Weymann.

which it was depicted in this magazine before the war, and it appears now in the same form as it was then, having had minimal alterations in the meantime.

That this car is one of the three 1929 LM cars seems clear from a number of features. Stutz had entered a lone Black Hawk in the 1928 race, where it had impressed by finishing second, and the company was convinced that it could beat the Bentleys next time with the benefit of some modifications. Accordingly, three special supercharged short-chassis cars were built.

Most noticeable is that the '29 cars have right-hand drive, the normal American position having been found a drawback on a clockwise circuit, and between the front dumb-irons sits a Roots-type supercharger. Then, the cars were prepared and the bodies built by Weymann in France on short-wheelbase chassis shipped from Indianapolis. Instead of the standard bolt-on wheels, knock-offs were used, and the spinners on UV 1906 show the French words *droit* and *gauche*. In addition, the car has double brake-lines, asbestos-wrapped fuel pipes, tags for the *plombeur* to seal oil and fuel fillers, and neat air-scoops under the chassis to cool the rear shock-absorbers.

Following the Stutz racing trade-mark of a pointed tail, a huge triangular fuel tank was installed, and an extra oil tank fitted to the scuttle under the bonnet. Both of these items were still on the car when it surfaced some

Le Mans Stutz Black Hawk

fifteen years ago. The engine number is from the correct range for a mid-1929 unit. The position of the feed-pipe from the blower shows that it is not the Brisson/Chiron car which caught fire, restarted, and then went out with clutch failure, since that had the pipe under rather than over the chassis rail as on this car.

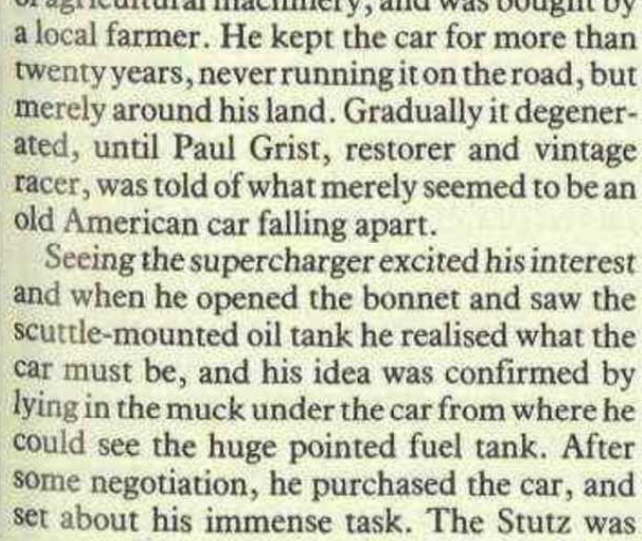
Finally, the presence of the hood indicates that this is the TT car, as no hood was fitted to the Le Mans cars, but one was added to UV 1906 for the Irish race.

Like so many historic cars, the Stutz is at the centre of some romantic stories. It is unclear what happened to the car after it caught fire during the TT, but the stories say that it was being driven during the War by a young pilot, who spent a night at the White Hart Hotel in Saffron Walden with a young lady. Perhaps unable to pay the bill, or perhaps intending to return, he left the car there; he was shot down and killed soon afterwards.

True or not, the car was certainly put up for sale by the hotel in 1946, amongst a selection of agricultural machinery, and was bought by a local farmer. He kept the car for more than twenty years, never running it on the road, but merely around his land. Gradually it degenerated, until Paul Grist, restorer and vintage racer, was told of what merely seemed to be an old American car falling apart.

Seeing the supercharger excited his interest and when he opened the bonnet and saw the scuttle-mounted oil tank he realised what the car must be, and his idea was confirmed by lying in the muck under the car from where he could see the huge pointed fuel tank. After some negotiation, he purchased the car, and set about his immense task. The Stutz was remarkably complete; the fabric body had been replaced by aluminium and the fuel filler moved, but the ash frame was there, with Weymann's tack-holes visible, and even the charring in the tail from the TT fire. A Bedford lorry gearbox had been fitted, but that was the only major mechanical departure from its one-time glory.

With some of the restoration done, Grist, feeling that such an important car really belonged to the USA, then offered the car to both Briggs Cunningham and Bill Harrah,



Fold-flat screen has outstretched support arms; fixed uprights allow hood to remain erect.



Radiator cap carries slogan "The car that made good in a day", coined after excellent showing of standard car in first Indianapolis 500.

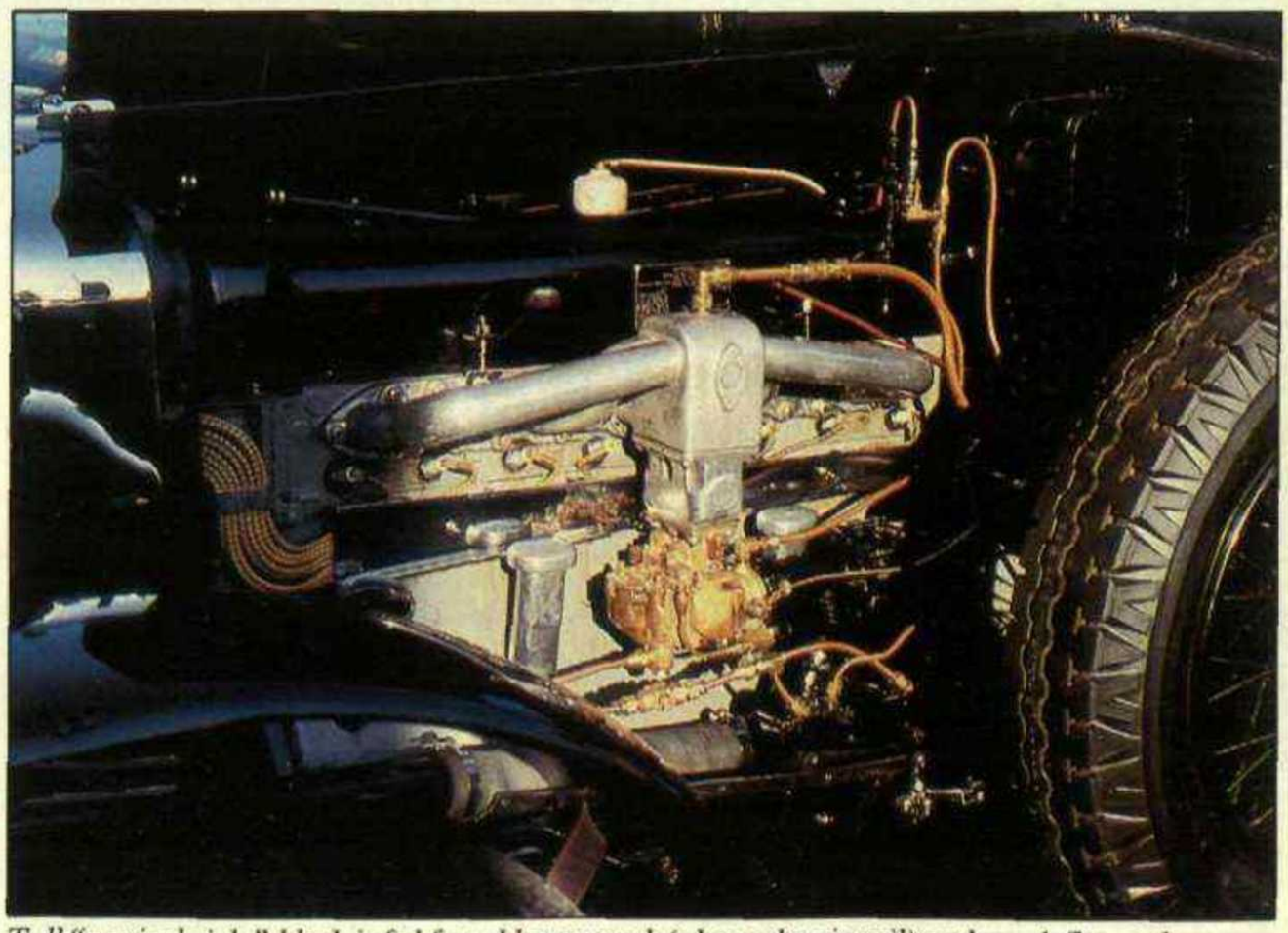
and it was soon installed in the Harrah workshops. Although Harrah died during the restoration, the work went on under the new owners of the collection, Holiday Inns, and the car was one of the 100 selected to remain as a "core collection" when that organisation liquidated the majority of the 600 or so cars. However, even those were finally sold in 1986 to a General William Lyon, and it was from him that the current owner bought it.

The car now lives in Pennsylvania, and during my visit there to drive the car I was shown a copy of the restoration manual prepared by the Harrah research department, and an impressively thick volume it was. The history in detail was followed by a (remarkably small) list of missing parts and wrong parts, pages of specifications for spark-plugs and axle oil taken from contemporary Stutz manuals, instructions to platers, paintshop and fabricators, trim details with fabric and seal samples, and tyre sizes, all illustrated with close-ups of original photographs and works drawings, plus a final sheet for the paintshop showing the large figure "6" to be painted on the radiator stone-guard just as it had been at Le Mans in 1929.

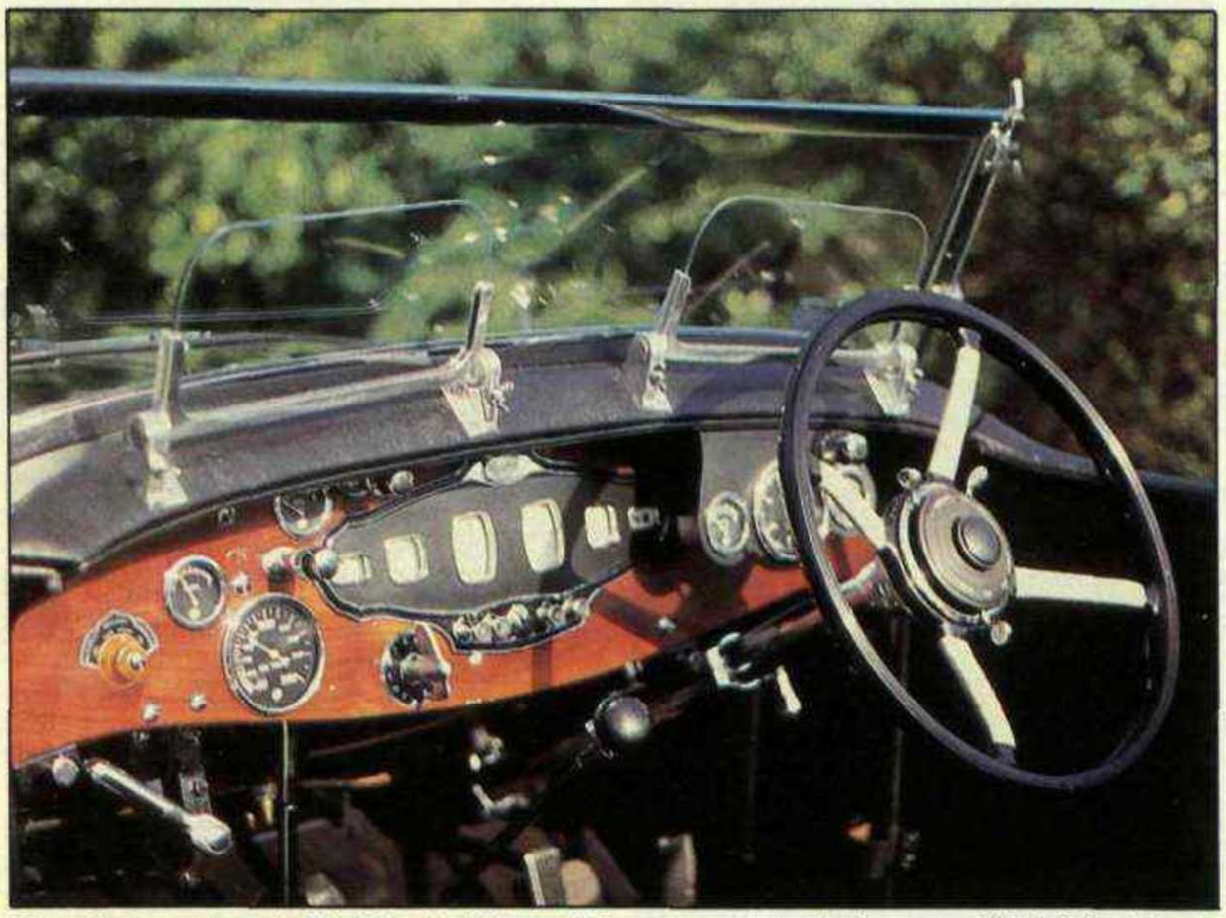
As the stature of the Le Mans endurance event grew, and the Bentleys made their mark with victories in 1924 and 1927, Stutz was one of many firms to conceive a desire to reap the benefits. American cars had been rare entrants at the *Vingt-Quatre Heures*, so when a solitary Stutz driven by Brisson and Bloch finished second in 1928, narrowly failing to deprive the British marque of its third victory, the Stutz engineers set to work to build a sure winner for the following year.

The single-cam two-valves-per-cylinder "Vertical Eight" was enlarged to 5278cc, the wheelbase of the all-semi-elliptic chassis was reduced to 127½in, a four-speed gearbox installed, and the underslung worm final drive raised to 3.8:1.

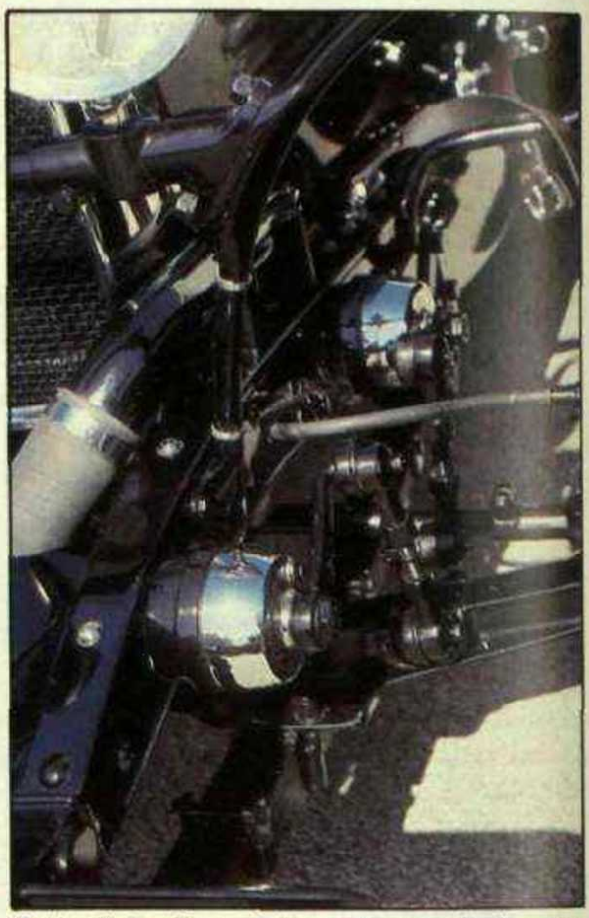
According to Johnny Green, the Bentley



Tall "vertical eight" block is fed from blower trunk (above chassis-rail) or through flap-valve.



Extra instruments are behind the wheel; large dial near camera reads oil pressure. To its left, the brake servo regulator; to its right, the oil top-up control.



Twin links from axle operate paired rotary hydraulic dampers.



"As soon as we stop, a crowd materialises . . ."

historian, the superchargers were not part of the original plan, but were added when the company heard of the forthcoming Speed Six model which their Bentley rivals would field for the 1929 race. This would account for the slightly clumsy external feed-pipe from the front-mounted blower back to the big Zenith carburettor on the side of the huge straight-eight block. In the event, of course, it was the Speed Six of Sir Henry Birkin and Woolf Barnato which triumphed, followed by three 4½s. The sole remaining Stutz, that of Bouriat and Philippe de Rothschild, was fifth.

Little testing was done on the supercharging system, and the drivers were doubtful of its value; indeed it is not definite that all the cars raced with the blower fitted. Two of the cars retained the humped blower cover, but the *Motor* report implies that the Watney/Eyston car was unblown for the race, and contemporary pictures seem to confirm this. Either way, the blower was used in the TT.

Many of the modifications to the three cars have already been outlined, but the details are interesting: the Roots-type blower is driven from the nose of the crankshaft through a bronze-faced clutch which can be engaged when required by a small lever on the steering column. Running at only 4-6 lbs boost, the power soars from 113 to 155 bhp, enough to propel the Stutz to the magic 100 mph. A flap valve below the carb allows it to breathe when the blower is not turning, and there is a crude blow-off valve to cope with backfires. The carb float chamber is pressurised while on boost, and a little lever was provided to release this pressure afterwards.

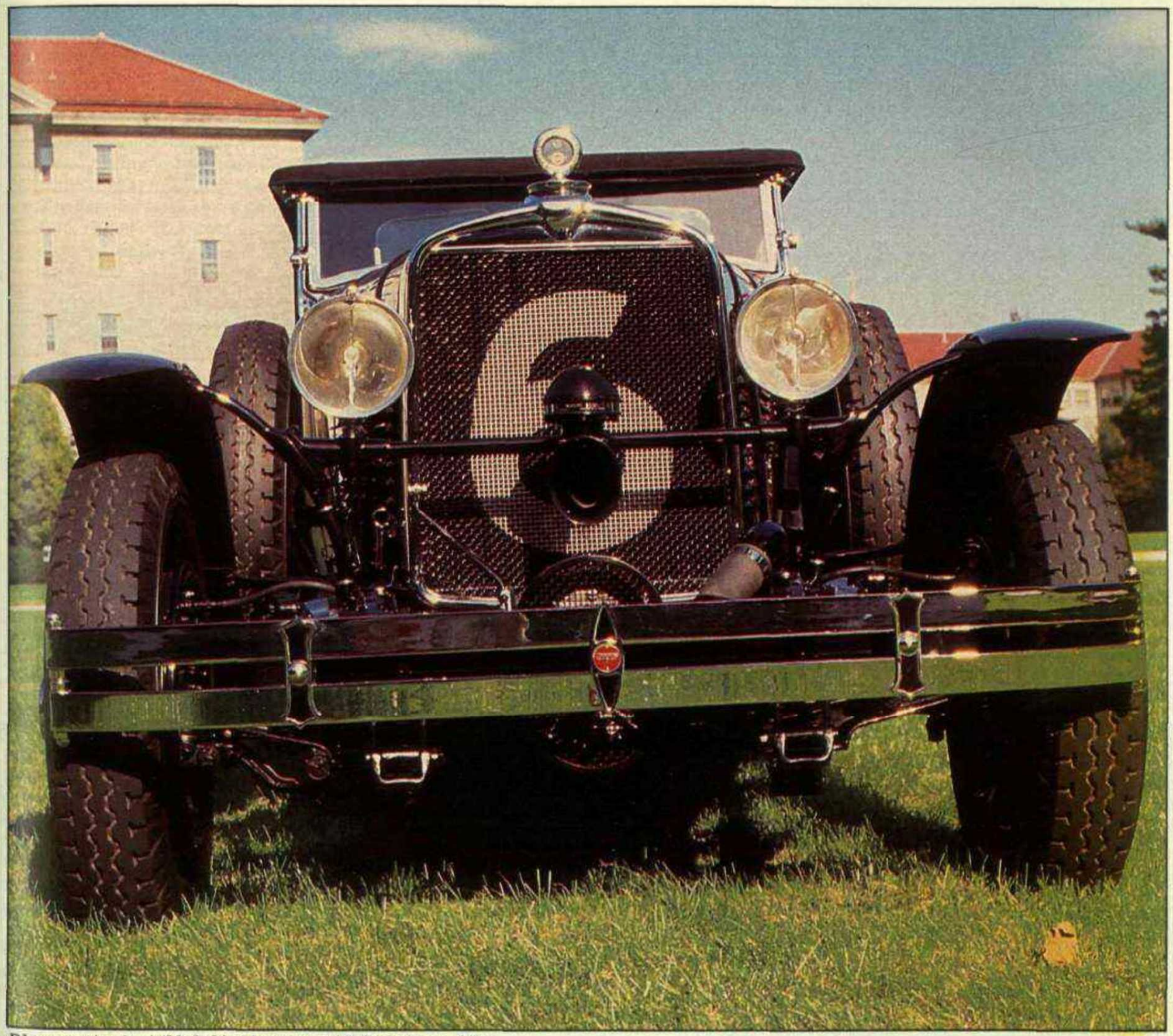
Extra oil was carried in the scuttle tank, and the driver could release as many pints as he wanted directly into the sump with a knob on the dash. Both manual air-pressure and electric fuel feeds were fitted, shock absorbers were doubled up, an unusual type of windscreen frame was fitted with both upright and horizontal support arms, and an auxiliary instrument panel was added. This carries boost and fuel pressure gauges, and a large dial tachometer to supplement the elaborate standard Stutz instrument panel with its dainty little drum-type readings.

That auxiliary panel is one of the few new or replacement parts which had to be added during the restoration; others were radiator



For the TT, the pointed rear deck was lowered to accommodate the hood.

Le Mans Stutz Black Hawk



Blower casing is visible behind bumper, with feed pipe to right.

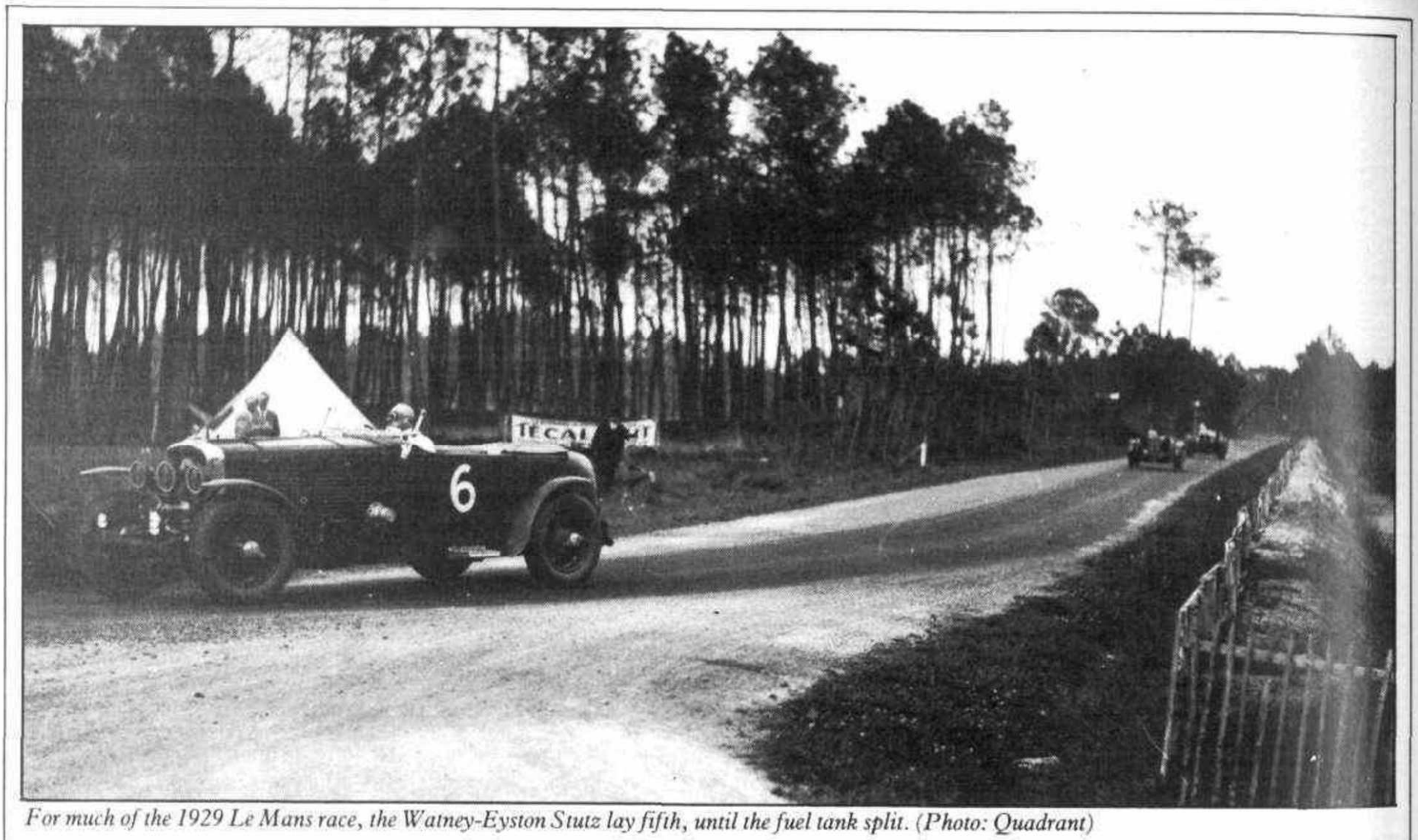
and fuel caps, tail lamp, the cast step plates, the bumpers, and of course the gearbox, which came from the Harrah stores. In 1928 the Stutz had made do with three speeds, which handicapped it. For the following year, therefore, an extra gear cluster was added on the back of the box, resulting in an odd shift pattern with first and reverse seemingly transposed: the former is top left by itself, the latter ahead of second. And it is necessary to lift a collar to engage first, but not for reversing!

Although this is a car of real significance in American motoring history, its owner believes that cars are only made to be driven. Accordingly, after I had inspected every corner of it, we climbed on board and pressed the starter button. Bursting into life is an old description, but that is just what the Stutz does; and its rapid off-beat idle sounds for all the world like a competition car of today. Together with the man who keeps it running sweetly, restorer David L George, we surged onto the main road.

Naturally, we were bound for a motoring event, a local car show, and the big Stutz slotted effortlessly into the traffic. The sohc twin plug engine peaks at some 3800 rpm, so 50-60 mph means a loafing couple of thousand revs in top, and the pulling power of the long-stroke (85.7 x 114.3mm) design is tremendous. Left in top gear, merely squeezing the central throttle pedal puts on another 10, 20, 30 mph and another few decibels to the urgent exhaust rumble, while after a careful double-declutch into third, the gleaming black bonnet shudders, and the car swishes ahead even faster.



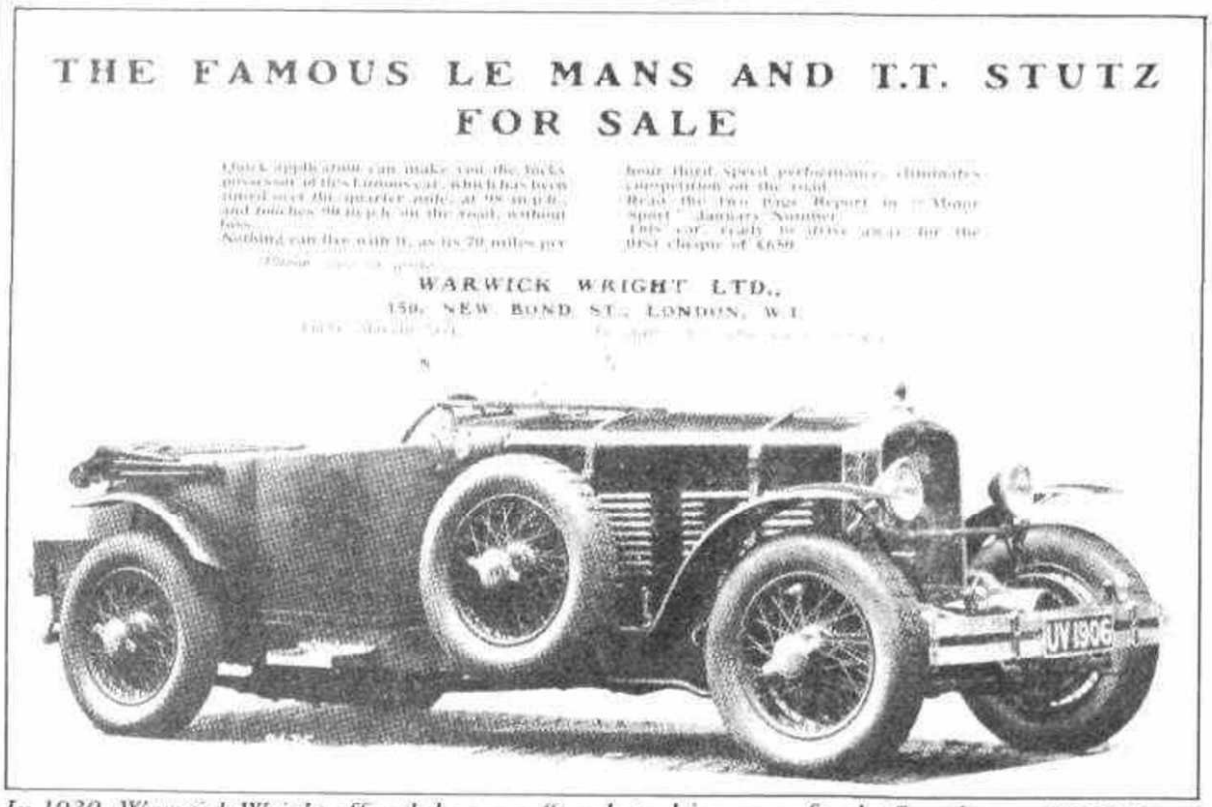
Quite capable of seeing off today's traffic, the Stutz is well looked after and often used.



For much of the 1929 Le Mans race, the Watney-Eyston Stutz lay fifth, until the fuel tank split. (Photo: Quadrant)

The clutch picks up smoothly enough, but there is only one chance with the crash 'box and it is easy to be fooled by the speed with which the tach needle rises, because it falls much more slowly. Gentle changes with two fingertips against the tall plated lever are the way to do it.

There is a splendid view from behind the big wheel with its ignition, throttle, and lights levers; at this height one is eye to eye with the drivers of enormous pick-up trucks, though with the low hood erected, anything above the horizontal is invisible. Over the surprisingly rough Pennsylvania road surfaces the 20in wheels are little affected, and the steering answers promptly after an initial heave. We bound up a long hill, mostly in top, recalling what my predecessor described as "a sensation as near to flying as may be obtained without actually leaving Mother Earth", and turn in to the grounds of Immaculata College, where the show is being held.



In 1930, Warwick Wright offered the car as "ready to drive away for the first cheque of £650".

As soon as we stop, a crowd materialises, drawn away from the lines of more recent machinery by the rakish profile of this thundering car. We have been asked to judge the Classic class, and park the Stutz to one side, but soon the organisers are asking for it to be moved centre-stage and included in the judging. We oblige, and dutifully resign our Judges' tags. The Stutz wins the Classic division by popular vote. It is a car with a powerful presence even when silent.

We set off again, looking for the right sort of road to try the blower on. It is not designed to be left in all the time; it was probably intended to be engaged once the car was into top on the Mulsanne straight, because it does not like a closed throttle. Apart from the risk of forcing fuel backwards through the system, the extra oil which is bled into the blower jets out through the blow-off valve, coating the inside of the bonnet.

On a straightish stretch we finally check the fuel pressure, retard the ignition, and pull the small chrome lever. A harder note issues from the engine, though no whine is audible, the boost gauge jumps, and the tach and speedo spin in unison. It is not a kick in the back, but a firm shove, and it seems to be undiminished as the speed rises, until suddenly a corner looms, the lever is pushed back, and with a snort the carb reverts to breathing normally.

One of the praisworthy features noted in MOTOR SPORT's original test was the braking; it is still excellent. Brawny 16in drums do the work, aided by a vacuum servo which has a rotary sensitivity control on the

Le Mans Stutz Black Hawk

dash; "dry" gives maximum assistance, with a "wet" position for the opposite. How I wish for such a device on some of today's cars.

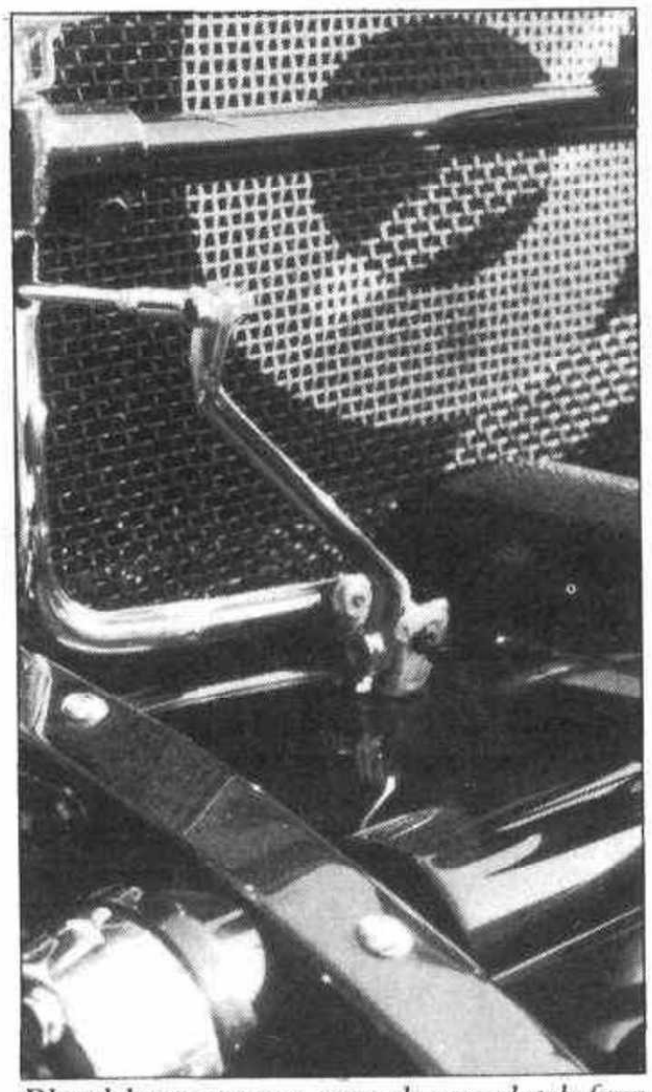
We explore winding tree-lined side roads with the tyres chirping and the engine bellowing in third and top; sedate drivers of big station wagons scatter as the Stutz flashes past neat little homesteads. It feels alarmingly fast while I am at the wheel, though I know it actually handles and stops with aplomb, but when its owner takes over and gets the bit between his teeth, the slender pointed tail begins to slide back and forth between the hedges in exhilarating imitation of its racing past. It leaps stiffly over crests, responding urgently as if the pit-signals are telling us that we are gaining on the Bentley ahead . . .

But the excitement cannot last; we return to more crowded roads, and finally I take the wheel again to conduct our rumbling mount back into town. On the freeway, 60-70 mph is comfortable, except that I realise with a start what my concentration on winding the wheel has made me miss so far — there are no mirrors at all. By now the gearchange is less of a challenge — I have disproved the then-Editor's comment that "it is nearly impossible to make any noise when changing" — and even in rush-hour traffic the only complaint the Stutz suffers is a little hesitancy from some oiling of the plugs, brought on no doubt by using the blower earlier.

A final back-street blast brings the Stutz to its garage; the ignition is cut and the fuel-filler opened to release the excess pressure which seems to have been behind the recurrent fires these cars suffered. The plugs will need cleaning, and the oil from the blower mopped up, but it will not be long before that smooth engine is again fired up for another fast journey.

What struck MOTOR SPORT's reviewer in 1930 was how close the Stutz seemed in character to a European sportscar; today it would be hard to guess the country of origin from its lines alone. Intended to steal Bentley's thunder, the Le Mans Stutz instead finished an also-ran, overshadowed by a British 1-2-3-4. There were Stutz entries at Le Mans for the following three years, but no successes. Nothing further was heard of the intended run of 25 supercharged Black Hawks to be sold only to experienced customers.

Yet that history detracts nothing from this important survivor; it was and is a superb example of a very fast sportscar, handsome and very driveable, and with an enviable past, and it was a rare thrill to experience 57 years later the same sensations as the Editor of a young and struggling journal named MOTOR SPORT. **GC**



Plated lever operates supercharger clutch from handle on steering column.



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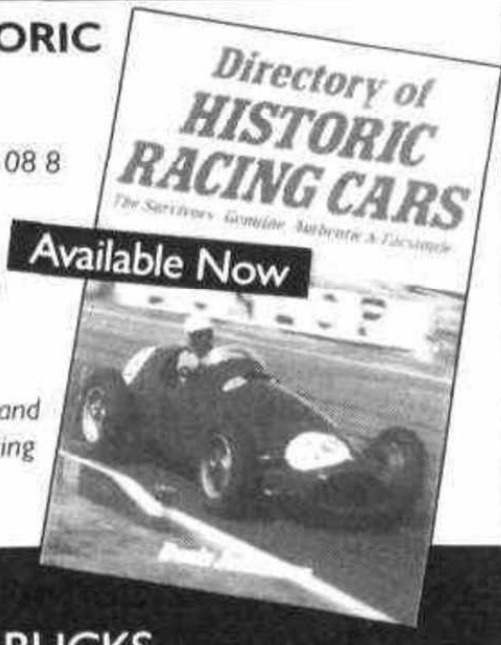
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BOOK REVIEWS

Hurricane Combat
by Wing Commander K W Mackenzie. 190pp. 9½in × 6in. (William Kimber & Co Ltd, 100 Jermyn Street, London SW1Y 6EE. £12.50)

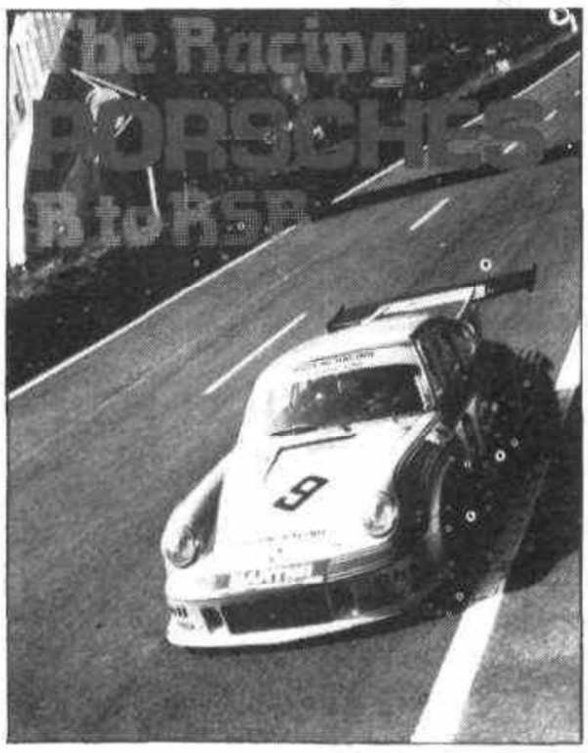
It is notable that war books are still being written more than 40 years after WW2 ended. It has been said that better history can be recorded if sufficient time elapses for perspective to develop, and that comes over in this most interesting account of what it was like to fight in Hawker Hurricanes during that war. The author obviously rated these fighters very highly, preferring them to the Supermarine Spitfire.

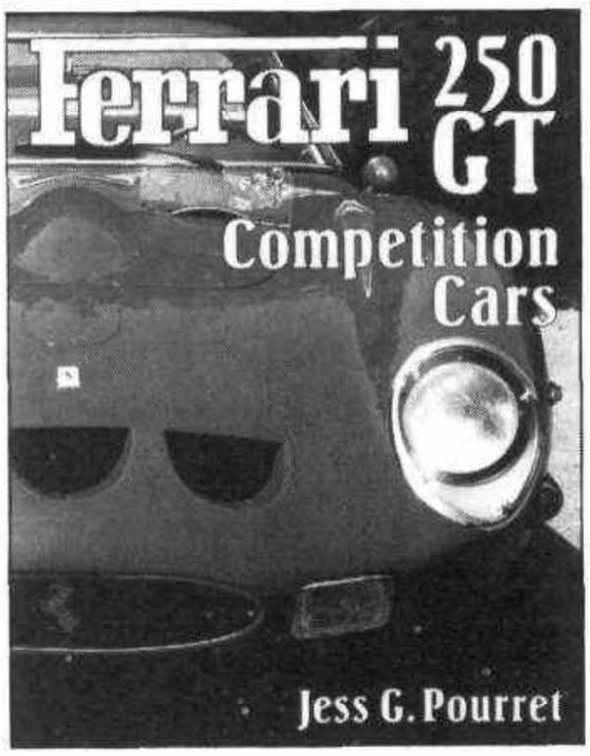
His book is not only about aeroplanes and the wartime RAF. He is a motoring enthusiast and recounts the cars he enjoyed — including 1932 Wolseley Hornet, PA MG, 2-litre Lagonda and a Bentley found and bought for a song by a fellow officer during the War. Mackenzie raced MG-A and Sprite at Snetterton and Goodwood.

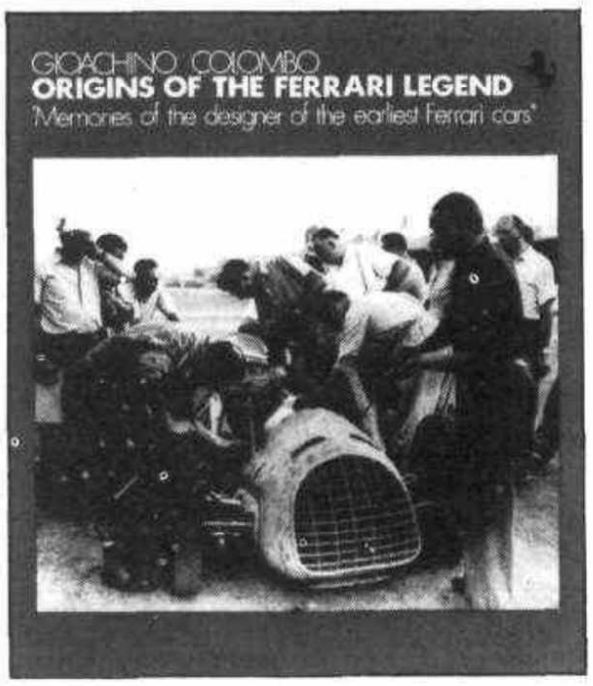
He flew from the ages of 17 to 60, going up first in Ireland in a Cobham Circus Avro 504 and learning on Avro Cadets at Newtownards. The book relates his experiences of being shot-down, of ditching, and of many German POW camps, and concludes with flying in Egypt.

The author recalls the many post-war cars he had (after running the 1931 Lagonda for over 100,000 miles) including Watling-Greenwood's RWG which had won the MOTOR SPORT Brooklands Memorial Trophy, and crashing an MG-A in the Leinster Trophy Race. Some of the flying takes place from Colerne, where the VSCC now has speed trials. I enjoyed this book! **WB**

The Haynes Publishing Group of Sparkford Yeovil, continues to be a prolific publisher of motoring and aviation titles. Its subsidiary company GT Foulis has come out with **The Racing Porsches — R to RSR** by John Starkey (127 pp, 9¾in x 6¾in, £10.95), in which the Porsche-owning manager of







comedians such as Jasper Carrott describes what it is like to drive the rear-engined models, with help from other enthusiastic Porsche owners, drivers of the calibre of Paul Frère, and competition pictures from MOTOR SPORT photographers LAT. The foreword is written by John Sadler of Autofarm Ltd. **WB**

We used to receive erudite "one-make" aviation titles from Putnam (who are again, we believe, publishing them), and Haynes too are now in on the aeronautical scene.

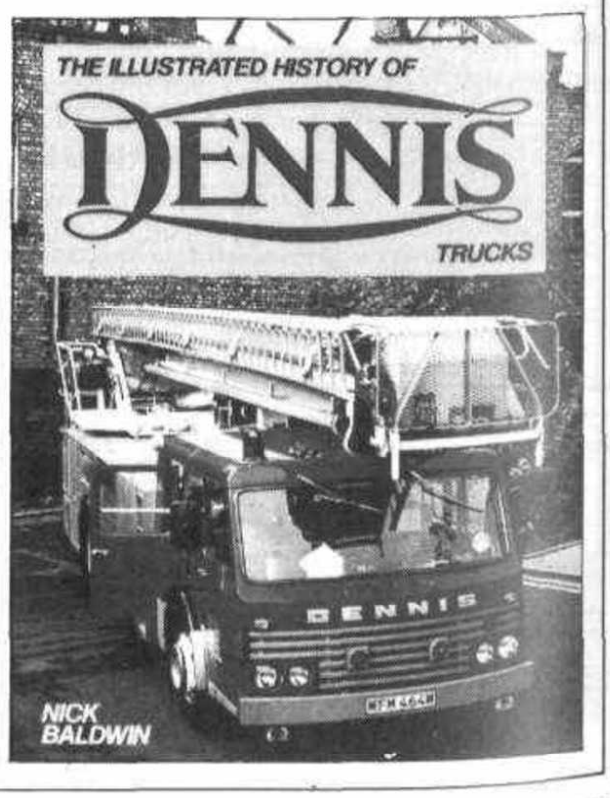
Very much so, in fact, with their great publication **The American Fighter** by Enzo Angelucci with Peter Bowers, which in detailed text, tables, 800 photographs and 1300 schematic drawings covers this complex subject from 1917 to the present. First published in 1985, this weighty Italian-produced tome runs to 480 pages measuring 11¼in x 8½in, and will be welcomed by those who are students of the subject. The new edition costs £29.95. **WB**

Unlikely though it sounds, steering wheels are the pivot around which an interesting little volume revolves. **Nardi — A Story of Cars and Steering Wheels** by Franco Varisco is a 76-page work outlining the life of Enrico Nardi, whose name we now associate with the high quality steering wheels bearing his name, but whose career as driver and engineer started with Lancia, from where he was lured by Ferrari, before starting to build and tune his own cars. The 1955 twin-torpedo "Bisiluro" Le Mans car is probably the best known of these, but this book is full of pictures of his unusual cars.

The text, in both English and Italian, is filled with quotations from his contemporaries like Munaron and Gino Valenzano, both of whom achieved many a victory in Nardi-built or tuned cars. An interesting oddity, costing £11.50 including postage, and available from the importers of Nardi/Personal steering wheels, Setrab (UK) Ltd, Unit 9, Cambria Close, Charfleets Industrial Estate, Canvey Island, Essex SS8 0PQ. **GC**

Along with the return of the Prancing Horse to an effective showing in Formula One, we should welcome two new titles from G T Foulis & Co of Yeovil — an English translation of Gioachino Colombo's **Origins of the Ferrari Legend** (104pp, 9¾in × 8½in) about the famous designer's memories of the earliest cars, and Jess G Pourret's bigger tome on **Ferrari 250GT Competition Cars** (397pp, 10in × 8¼in), first published in Paris in 1977. Both are packed with delectable pictures, some in colour in the latter volume, and are priced £24.95 and £29.95 respectively. **WB**

Another good-value book from Foulis of Yeovil, if you like Dennis buses and trucks of all ages, is the book of this title by Nick Baldwin. A fascinating pictorial coverage of these vehicles, it sells for £8.95. **WB**



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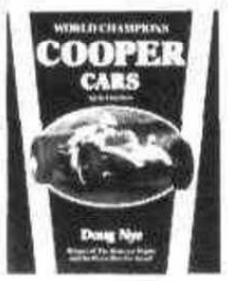


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LETTERS

Credit Where Due

Sir,

I can well imagine that DSJ receives his fair share of hate mail from the Mansell contingent. Having just read your reports on the German and Austrian Grands Prix (MOTOR SPORT, September 1987, I will most willingly contribute.

I would be the first to admit that Nigel Mansell made what DSJ terms "a cocked-up start" on the second green light at the Österreichring. However, when later in the race Mansell gained the lead in a skilful dummy of his team-mate Piquet, to go on and claim a well deserved win, please learn to give credit when credit is due.

Personally, I am extremely glad that Piquet is quitting the Williams team (if in somewhat ungentlemanly fashion), and look forward to the day when he chooses to grow coffee beans in the sunny climes of South America.

Perhaps DSJ would care to accompany him?

DEBBIE BEATTIE
Leeds, West Yorkshire

Some Sanity

Sir,

DSJ's Grand Prix reports still prove that there is some sanity left in contemporary race reporting. The jingoistic rubbish being written in the other "serious" magazines has become all rather boring.

JOHN C REDDING
Pit Road Magazine

Concours Discourse

Sir,

I rather enjoyed DSJ's side-swipe at *Concours* (MOTOR SPORT, October 1987). On a scale of excitement, I would place these events just above putting wellington boots on, and slightly below feeding the cat.

The term *Concours d'Elegance* I believe is now being superceded by *Concours d'Etat*. The linguists amongst you will know what that means, although judging by some models seen in these competitions, *Concours de Tat* would be more applicable.

M N RUSHTON
Little Budworth, Cheshire

No "Ringer"

Sir,

In reply to "Whose Alfa Romeo?" (MOTOR SPORT, September 1987, page 926), the facts are as follows.

The 6C 1750 Super Sport Alfa Romeo registered UU 9125 (engine and chassis numbers 0312905) was sold new by Alfa Romeo (British Sales) Ltd to Dr J D Benjafield in June 1929; it was originally fitted with "competition four seater" coachwork by the Carlton Carriage Co, although it has had at least two bodies since then.

Dr Benjafield competed in the car several times in 1929, finishing fourth overall (and second in class, to Headlam's similar 1750) in the Brooklands Six-Hour race, first in class at the Middlesex County AC Hillclimb in July, and sixth in the Eireann Cup; the car was "flagged off" at the end of that year's Tourist Trophy race, although reportedly still running at the finish (having completed 26 laps — four fewer than the winner).

I am not sure when Dr Benjafield sold the car, although *The Autocar* reported that "Benjy is selling his Alfas" at the end of 1929, but Alfa Romeo (British Sales) Ltd repurchased it via George Duller, re-selling it to Mr A Spencer Freeman (who returned it in May 1931 in part exchange for another 1750 Alfa Romeo).

As the present owner of the sales records of Alfa Romeo (British Sales) Ltd and the remaining Stiles papers, I have found no evidence that 0312905 was used as a practice car for the 1930 Tourist Trophy, and certainly nothing to suggest that the car "might have been used by Stiles as the 'ringer' for scrutineering at the 1930 TT, so that he could get the faster and more reliable fixed-head team-cars . . . past the scrutineers" — I am sure the scrutineers were cleverer than this suggests and that Mr Stiles was more honest.

The 1930 winning car (No 10) did wear the front number plate UU 9125 in a practice photograph, No 9's front number plate being GH 1557; a rear-view photograph taken during the actual race shows No 10 wearing UV 818 and No 9 UU9125, so it is unwise to attach any importance to any registration number worn by an Alfa Romeo (British Sales) Ltd-entered 1750 in this race.

Incidentally, to avoid further confusion, UV 818 is a 1929 6C 1500 Super Sport and GH 1557 is a 1930 1500 Gran Sport, and neither of them ran in the 1930 TT either!

ANGELA CHERRETT
Registrar,
Alfa Romeo
Section, VSCC

French Racing Green!

Sir,

May I point out that the first car, with the possible exception of the 1900 Napier, to actually race with the colour green was the 40hp Panhard which Jarrott drove in the Paris-Berlin race on June 28, 1901.

As he recounts in *Ten Years of Motor Racing*, the factory painted the car green — the French lucky colour — to offset the effect of the number 13 which it had been allotted!

In the event he did so well, finishing eighth in the heavy class and tenth in the general classification in his first race, that he decided to adopt the colour as his own. It became known as Napier Green and later, of course, BRG.

DOC TAYLOR
Banwell, Somerset

Tracing the Moveo

Sir,

Perhaps I may follow up your article on the Preston-built Moveo (MOTOR SPORT, October 1987), with a few items.

The original Moveos (Latin: "I go"), were motorcycles built by Bert Houlding for the 1910 TT and entered by Loxham's Garage. He raced Imp, Norton, Douglas, Indian and Harley-Davidson machines and manufactured Matadors and Toreadors, the latter with Chris Shorrock.

His partnership with Blackburn mill-owner's son Richard Haythornthwaite, who provided the finance and was co-designer in name only, led to one complete Moveo car (chassis No MK IS, engine No 7255), one complete chassis, and a part-chassis.

In 1936 the Moveo was advertised by the Motor Traders Disposal Board in Marsh Lane Preston (part of the Bradshaw empire) for £195, fitted with a Rolls-Royce body. Could it have been the now-bodied second chassis?

Just before WW2 the car was owned by a doctor in Port Chester, New York and then, for over 40 years, despite rumours of it having gone to Newcastle or India, it was lost until the sad remains turned up in East Africa in 1981.

As for Bert Houlding, a modest genius who didn't suffer fools, he joined Preston Electricity in 1934 as traffic engineer, served in Palestine and Egypt in WW2 and, postwar, ran a speed-regulator and carburetter-tuning business. He died, aged 67, in 1955.

MARTIN FLOWER
Yarm, Cleveland

Attendances

Sir,

Much of what WB wrote in his lengthy footnote to my letter regarding the importance of Brooklands (MOTOR SPORT, September 1987), is a matter of a difference of opinion. I would, however like to pick him up on just two points.

He writes that Paul Sheldon "has no right to denigrate Brooklands". Since when has an Englishman had "no right" to express an opinion? Why is Brooklands uniquely beyond criticism? Mr Sheldon's opinion is anyway widely held and never more elegantly stated than in Graham Robson's superb book, *Motoring in the Thirties*.

WB also asks what were the attendance figures at post-war airfield circuits. During the days of petrol rationing they were obviously not what they might have been but, by chance, above my letter was a photograph of Mike Hawthorn at Goodwood in 1952. The background is fuzzy but shows a very large crowd at this airfield circuit.

Perhaps WB had a few years earlier in mind. If so, I am sure he will not disagree with the author of the foreword to the MOTOR SPORT *Racing Car*

Opinions expressed are those of correspondents, and are not necessarily those of MOTOR SPORT.

Review 1950 (published 1949) who wrote: "Motor Racing is enjoying today a popularity which at one time would have been beyond the conception of this exciting and technically absorbing sport."

The message is clear enough — Britain was enjoying an unprecedented enthusiasm for the sport which was then exclusively conducted on airfield circuits. The author of the piece was one William Boddy. He has the same initials as "WB". Are they by any chance related?

MARK L WHEELER
Chichester, Sussex

The Things They Say

Sir,

It speaks volumes for your impartiality and broad mindedness that Mr Wheeler's load of rubbish was allowed two columns in *Letters* (MOTOR SPORT, September 1987).

Whatever Messrs Sheridan and Wheeler know about motor racing is immaterial, but what they imagine they know about the value of Brooklands between the wars might give the wrong impression to those readers who did not know the track in those days. Those who did will treat their remarks with contempt.

It should be realised that before WW2 the attitude of the Press and general public to motor racing was one of apathy bordering on disapproval. Only a sensational crash or a rare British success abroad ever featured in the newspapers.

"The Right Crowd and No Crowding" slogan still upsets some of the over-sensitive today. "No Crowding" enabled all to spectate in comparative comfort from different vantage points, in pleasant contrast to the herding, soccer-style hysteria of today's Formula One meetings. Nor was admittance only for the wealthy; you could always find a hole in the fence or slide quietly under the banking in a punt on the river to spectate at minimum cost. The crowds appeared small due to the expanse, and even dozens of cars in a high-speed trial looked lonely.

Perhaps Mr Wheeler's crassest clanger was "Brooklands contributed nothing to motor racing after WWI". Out-of-date the track may have been, but engine and chassis development has had that effect on many old circuits.

After WW1 more tuning and engineering shops were set up, with the testing ground on the doorstep free from restrictions, except silencers. Apart from racing the track was used for testing and record breaking. And what about the bike boys? In an age when British riders and bikes ruled the world they would have had a brief and well-rounded reply to any funny remarks about "white elephants"! As for arguments about a road circuit being "irresistable", even Earl Howe's campaign after WW2 for a race round Hyde Park failed — *without* Brooklands.

In the 1930s Brooklands saw the importation of more Continental Grand Prix cars — Alfa Romeo, Bugatti, Maserati, Mercedes, Delage, *et al* — apart from track specials such as the Napier Railton and Barnato Hassan. With the new cars came new drivers to tune and race at the track, and at Donington and on the Continent, with the success we know about. Whitney Straight, for example, had his pair of 8CM Maseratis improved by Thomson and Taylor (Brooklands) Ltd by their chassis and suspension modifications. From Bentleys to ERAs nearly all UK racing cars benefited from the use of Brooklands.

Nor was driving confined to the well-heeled. Men such as Freddie Dixon and his Rileys made history at the track in more ways than one, and there were many do-it-yourself drivers who achieved success.

Mr Wheeler has got it wrong, and his final pompous paragraph emphasises this: "to suggest its influence was other than disastrous is to *demonstrate a peculiar reading of history*".

Well, you said it, mate!

TONY BROOKE
Hampsthwaite, North Yorks

Special Name

Sir,

Knowing your reputation for getting details right, I am sure you will have spotted an error on page 1033 of the October issue. Here you describe the Alvis driven by Gregor Fisken as the "Charnock Special".

Now although this car was driven very well for several years by Tony Charnock in the late Sixties, it was first raced nearly twenty years before with equal success by its builder. This was the late Basil Chevell, who married up a Speed Twenty chassis with a dry sump 4.3 engine intended for an armoured car. It was always known in those days as the "Chevell Special" as it was when I myself used it for hill-climbing events in the early Fifties.

Chevell has been dead for some years and I feel that it is only fair that the builder of such a practical and successful special should be remembered by calling it by its original name.

Dr G E PINKERTON
Upwood, Cambridgeshire

Sprint Specials

Sir,

MOTOR SPORT readers are by and large a pretty knowledgeable bunch, so I wonder if any of them could help me with information about a couple of amateur-built sprint specials, namely Robert Waddy's "Fuzzi" and the "de Havilland/ATN Special"?

The former is well known, so my query really relates to its present whereabouts and its history for the last 30 years or so. The last I heard about it was in about 1975 when it was being offered for sale in the Nottingham area, so it seems likely that it has indeed survived.

The "de Havilland/ATN" was built in the Fifties by Tom Norton and used a "deinverted" Tiger Moth motor in a pre-war MG chassis. It ran at Shelsley Walsh and Rest-and-be-Thankful in 1956, but disappeared when Norton started campaigning the ex-Ken Wharton Cooper 1000s. As it was not a very successful or historic device, it seems improbable that this one is still around — but who knows?

All information gratefully received!

JOHN BATEMAN
Frilsham, Berkshire

VW Virility

Sir,

Incredulous at first of your correspondent's claim of a correlation between baldness and driving Golf GTIs (*Letters*, MOTOR SPORT, October 1987), I soon had to admit he is right.

This is a popular car in medical circles, and it took very little time to pass in mental review a representative sample which clearly showed the owners to be bald or balding to a man; female owners seem fortunately to be spared.

After a little further thought, I can indeed offer an explanation. Quite simply, those who tend to choose this car are those who tend to lose their hair, ie positive, virile, dynamic types. Cheer up, chaps, it's not all bad being bald!

Thank you for raising these interesting medico-motoring matters.

Dr DAVID E TULLOCH
Edinburgh

PII's Owner?

Sir,

In reference to the late David Scott-Moncrieff's letter (MOTOR SPORT, September 1987), is it possible that the RR Continental PII mentioned was owned by the late John Bond, founder and former publisher of *Road & Track*?

Keep up the good work. My only complaint is that MOTOR SPORT is not a daily!

I W STEPHENSON
Menominee, Michigan, USA

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I remember the day a car dealer got a little nervous because I was a couple of months behind in my payments – and repossessed my car. Now I own a Rolls Royce. I paid $43,000 for it – cash.

I remember the day my wife phoned me, crying, because the landlord had shown up at the house, demanding his rent – and we didn't have the money to pay it.

Now we own five homes. Two are on the oceanfront in California (I use one as my office). One is a lakefront "cabin" in Washington (that's where we spend the whole summer – loafing, fishing, swimming, and sailing). One is a condominium on a sunny beach in Mexico. And one is snuggled right on the best beach of the best island in Hawaii – Maui.

Right now I could sell all this property, pay off the mortgages – and – without touching any of my other investments – walk away with over $750,000 in cash. But I don't want to sell, because I don't think of my homes as "investments." I've got other real estate – and stocks, bonds, and cash in the bank – for that.

I remember when I lost my job. Because I was head over heels in debt, my lawyer told me the only thing I could do was declare bankruptcy. He was wrong. I paid off every dime.

Now, I have a million dollar line of credit; but I still don't have a job. Instead, I get up every weekday morning and decide whether I want to go to work or not. Sometimes I do – for 5 or 6 hours. But about half the time, I decide to read, go for a walk, sail my boat, swim, or ride my bike.

I know what it's like to be broke. And I know what it's like to have everything you want. And I know that you – like me – can *decide* which one it's going to be. It's really as easy as that. That's why I call it "The Lazy Man's Way to Riches."

So I'm going to ask you to send me something I don't need: money. £10 to be exact. Why? Because I want you to pay attention. And I figure that if you've got £10 invested, you'll look over what I send you and decide whether to send it back... or keep it. And I don't *want* you to keep it unless you agree that it's worth at least a hundred times what you invested.

Is the material "worth" £10? No – if you think of it as paper and ink. But that's not what I'm selling. What I am selling is information. *More* information than I give when I'm paid $1000 as a guest speaker. *More* information than I give in a one-hour consultation for $300.

But you're really not risking *anything*. Because I won't cash your cheque or money order for 31 days *after* I've sent you my material. That's the deal. Return it in 31 days – and I'll send back your cheque or postal order – uncashed.

How do you know I'll do it? Well, if you really want to be on the safe side, postdate your cheque for a month from today – *plus 2 additional weeks*. That'll give you plenty of time to receive it, look it over, try it out.

I know what your thinking: "He got rich telling people how to get rich." The truth is – and this is very important – the year before I shared "The Lazy Man's Way to Riches," my income was $216,646. And what I'll send you tells just how I made that kind of money... working a few hours a day... about 8 months out of the year.

It doesn't require "education." I'm a high school graduate.

It doesn't require "capital." Remember I was up to my neck in debt when I started.

It doesn't require "luck." I've had more than my share. But I'm not promising you that you'll make as much money as I have. And you may do better. I personally know one man who used these principles, worked hard, and made 11 million dollars in 8 years. But money isn't everything.

It doesn't require "talent." Just enough brains to know what to look for. And I'll tell you that.

It doesn't require "youth." One woman I worked with is over 70. She's travelled the world over, making all the money she needs, doing only what I taught her.

It doesn't require "experience." A widow in Chicago has been averaging $25,000 a year for the past 5 years, using my methods.

What does it require? Belief. Enough to take a chance. Enough to absorb what I'll send you. Enough to put the principles into *action*. If you do just that – nothing more, nothing less – the results will be hard to believe. Remember – I guarantee it.

You don't have to give up your job. But you may soon be making so much money that you'll be able to. Once again – I guarantee it.

I know you're sceptical. Well, here are some comments from other people. (Initials have been used to protect the writer's privacy. The originals are in my files.) I'm sure that, like you, these people didn't believe me either when they clipped the coupon. Guess they figured that, since I wasn't going to deposit their cheques for at least 31 days, they had nothing to lose.

They were right.

And here's what they gained:

'Thanks to your method I'm a half millionaire'

"Thanks to your method I grossed about $500,000. Would you believe last year at this time I was a slave working for peanuts?"

G.C., Toronto, Canada.

'$24,000 in 45 days'

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"Thanks again."

Mr. E.G.N., Matewan, W.VA

'Made enough to retire at 41'

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"Now, thanks to you and the 'Lazy Man's' program, I have made enough money (at age 41) to retire in style.

R.A., Huntingdon Beach, Calif.

'There's no stopping me'

"Since I've got your (Lazy Man's Way to Riches) in July, I've started 4 companies... there's no stopping me and I'm so high I need chains to keep me on the ground."

M.T., Portland, OR

'Wow, it does work!'

"Oddly enough, I purchased Lazy Man's Way to Riches some six months ago, or so, read it... and really did nothing about it. Then, about three weeks ago, when I was really getting desperate about my financial situation, I remembered it, re-read it, studied it, and this time, put it to work and WOW, it does work! Doesn't take much time, either... I guess some of us just have to be at a severe point of desperation before we overcome the ultimate laziness, procrastination."

Mr. J.K., Anaheim, CA

'Made $70,000'

"A $70,000 thanks to you for writing The Lazy Man's Way to Riches. That's how much I've made...

"I use this extra income for all of the good things in life, exotic vacations, classic automobiles, etc. Soon I hope to make enough to quit my regular job and devote full time to making money the easy way..."

Mr. D.R., Newport Beach, CA

'$260,000 in eleven months'

"Two years ago, I mailed you ten dollars in sheer desperation for a better life... One year ago, just out of the blue sky, a man called and offered me a partnership... I grossed over $260,000 cash business in eleven months. You are a God sent miracle to me."

B.F., Pascagoula, Miss.

'Steadily upward ever since'

"I ordered Lazy Man's Way to Riches in June... by September, my career was launched and has gone steadily upward ever since."

Mrs. B.A., Walnut Creek, CA

'$7,000 in five days'

"Last Monday I used what I learned on page 83 to make $7,000. It took me all week to do it, but that's not bad for five day's work."

M.D., Topeka, Kansas

What I'm saying is probably contrary to what you've heard from your friends, your family, your teachers, and maybe everyone else you know.

I can only ask you one question. How many of them are millionaires?

So it's up to you.

A month from today, you can be nothing more than 30 days older – or you can be on your way to getting rich. You decide.

The wisest man I ever knew told me something I never forgot: "Most people are too busy earning a living to make any money."

Don't take as long as I did to find out he was right.

I'll prove it to you, if you'll send in the coupon to my publisher now. I'm not asking you to "believe" me. Just try it. If I'm wrong, all you've lost is a couple of minutes and a postage stamp. But what if I'm right?

Some have called it a Miracle. Some have called it Magic. You'll call it "The Secret of the Ages."

As for me, I thank God that before he died Millionaire Joe Karbo left, for all to share, the secret of "The Lazy Man's Way to Riches." The above story, which is in his own words, is his gift to you.

Sworn Statement:

"On the basis of my professional relationship as his accountant, I certify that Mr. Karbo's net worth is more than one million dollars."

Stuart A. Cogan

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Don't take my word for it. These are excerpts from articles in newspapers and magazines:

Time:

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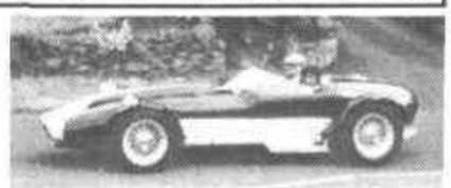
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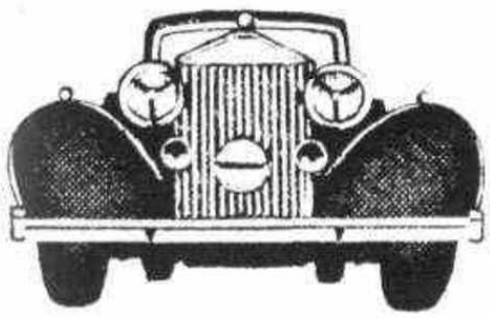
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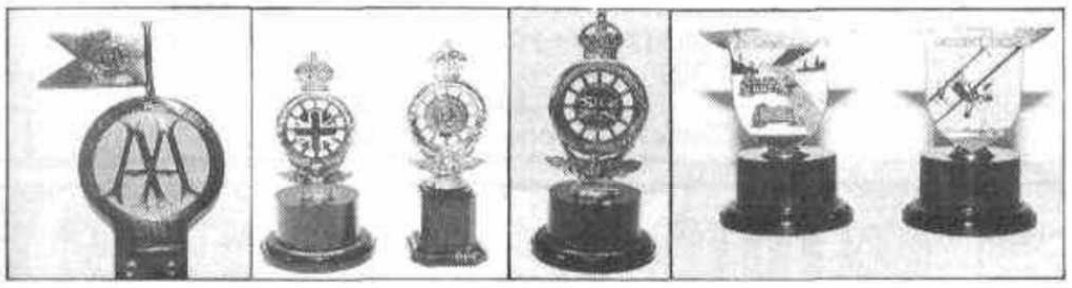


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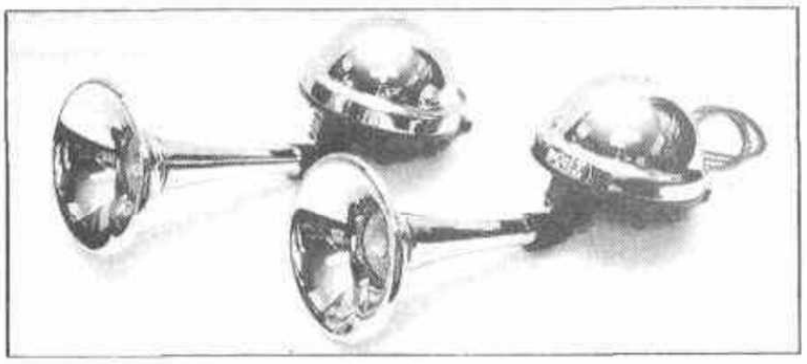


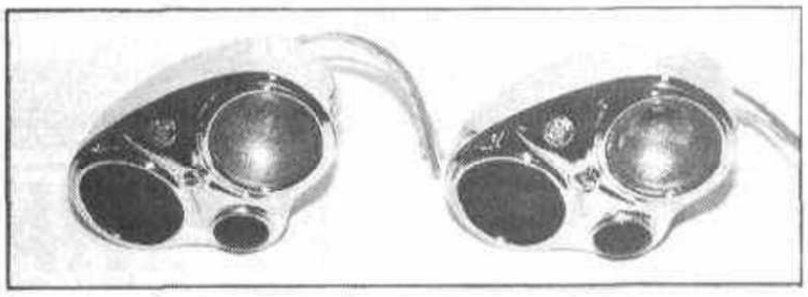


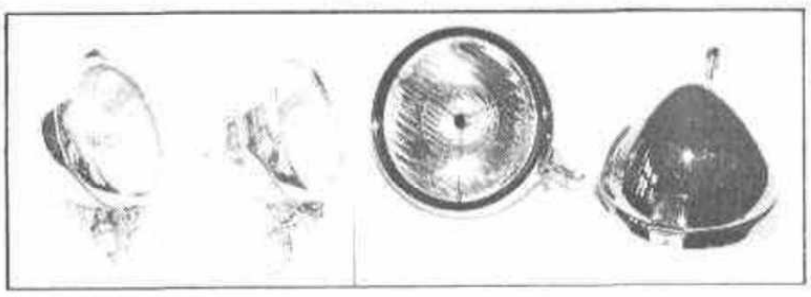














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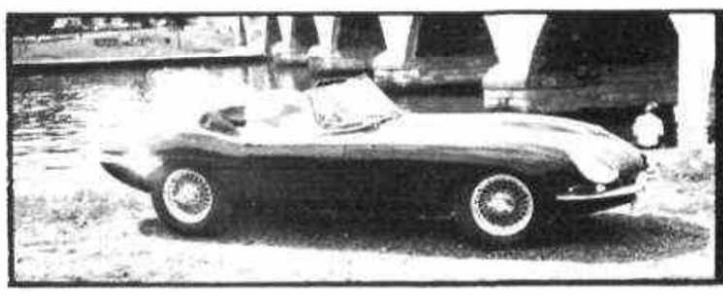


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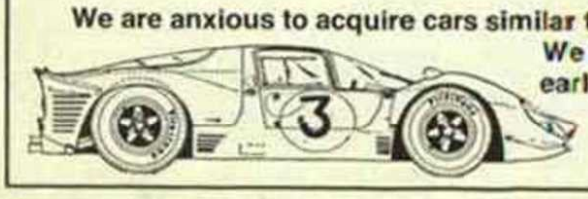
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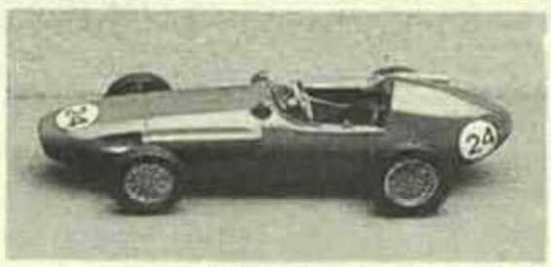
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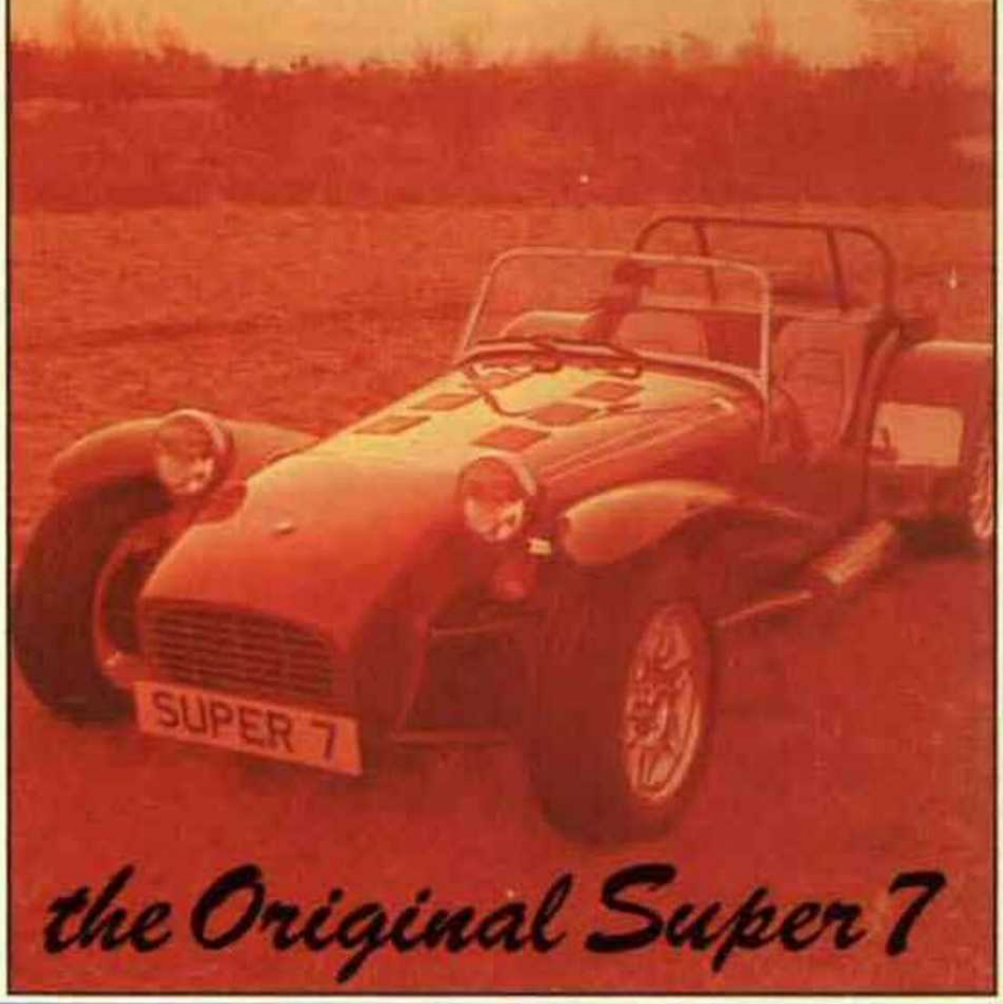
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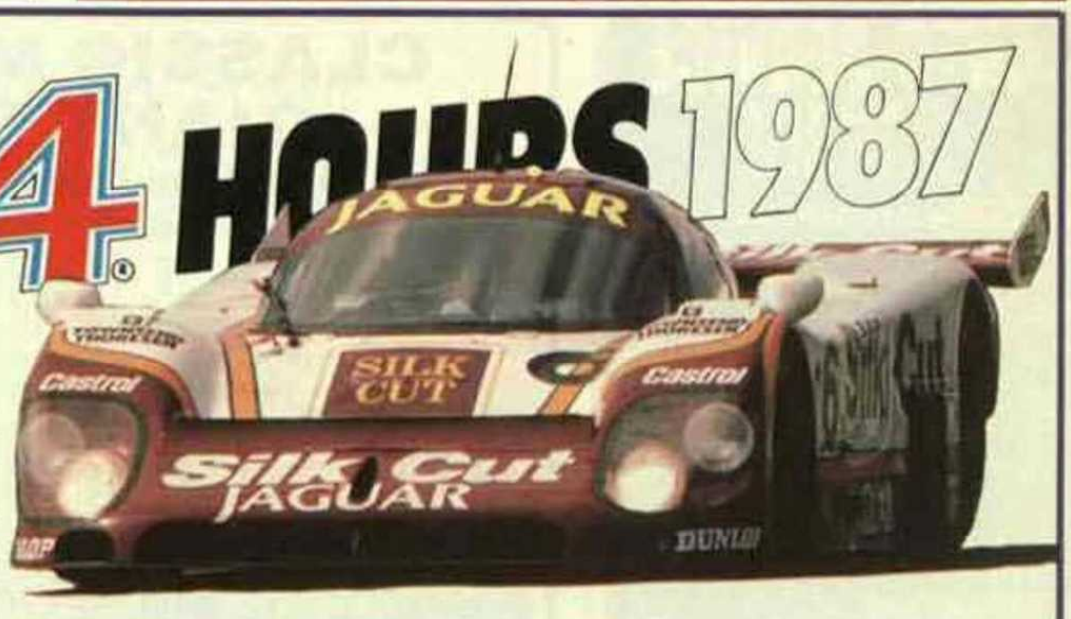
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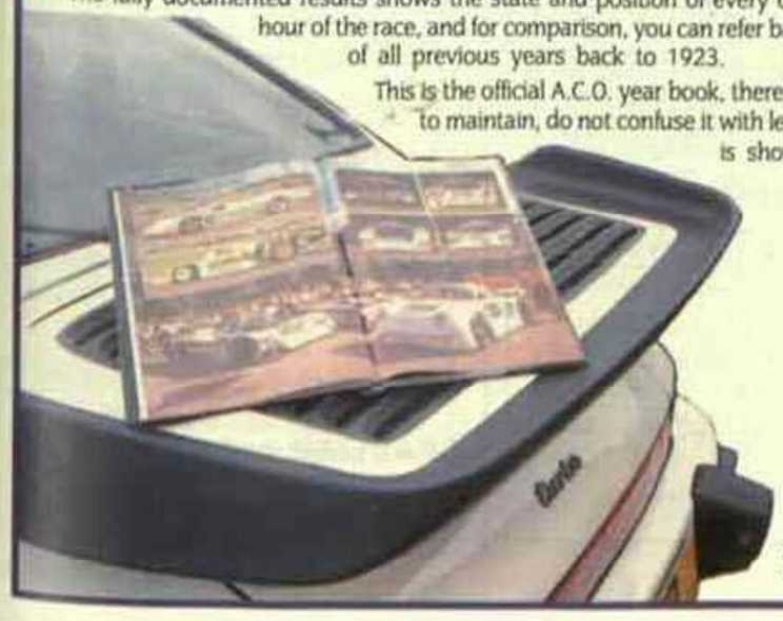
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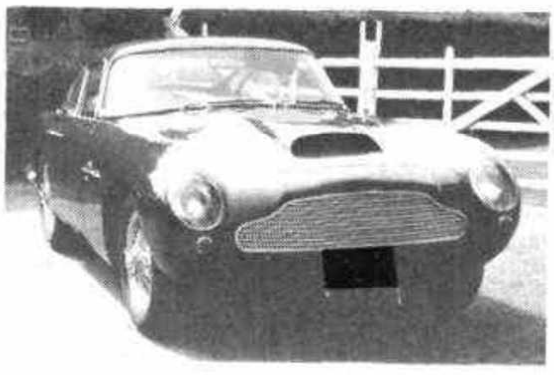
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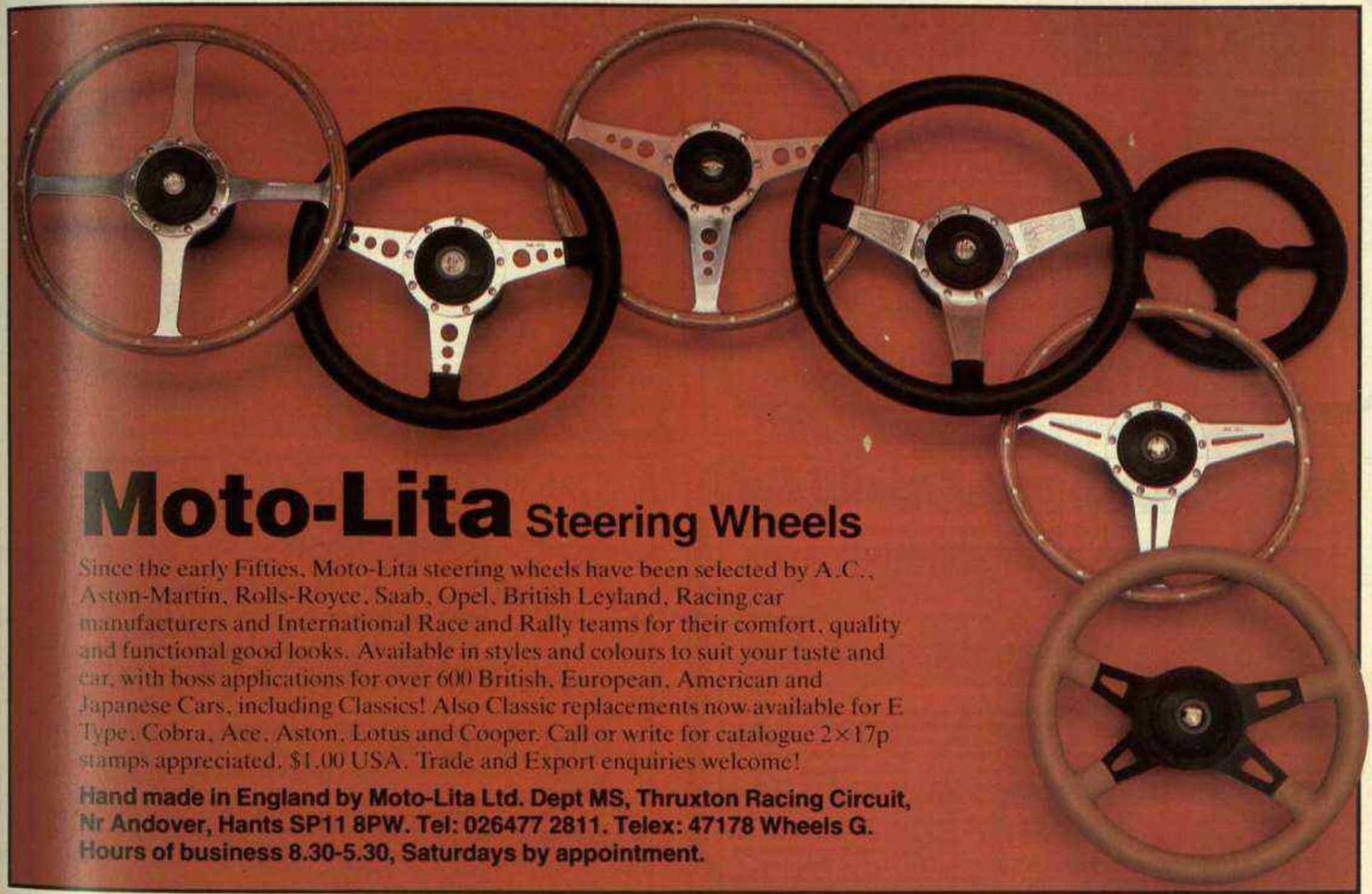
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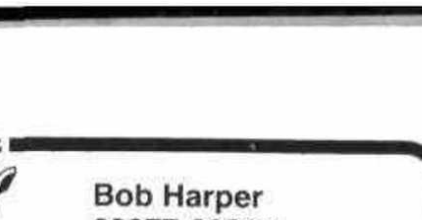
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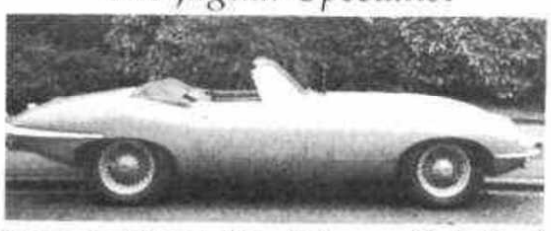
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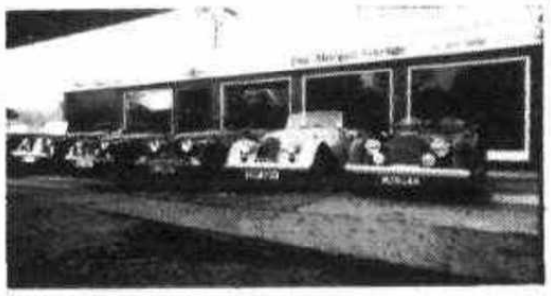
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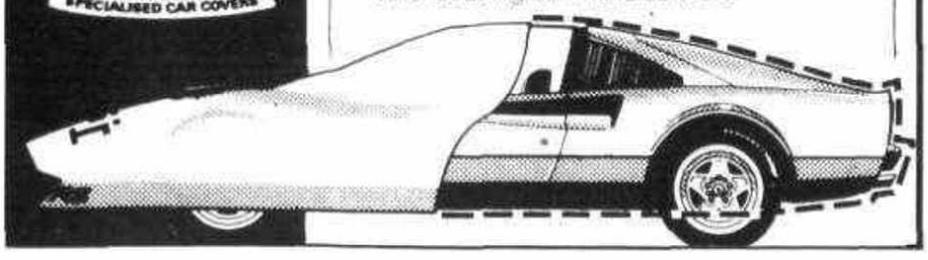
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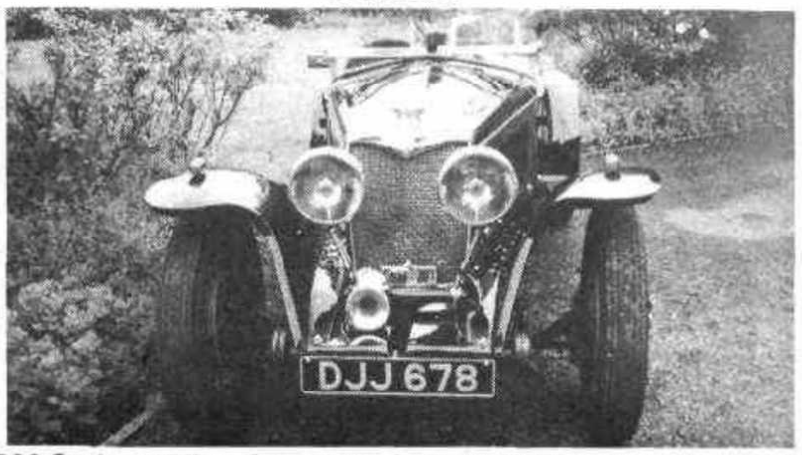
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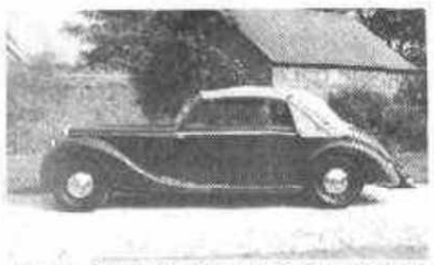
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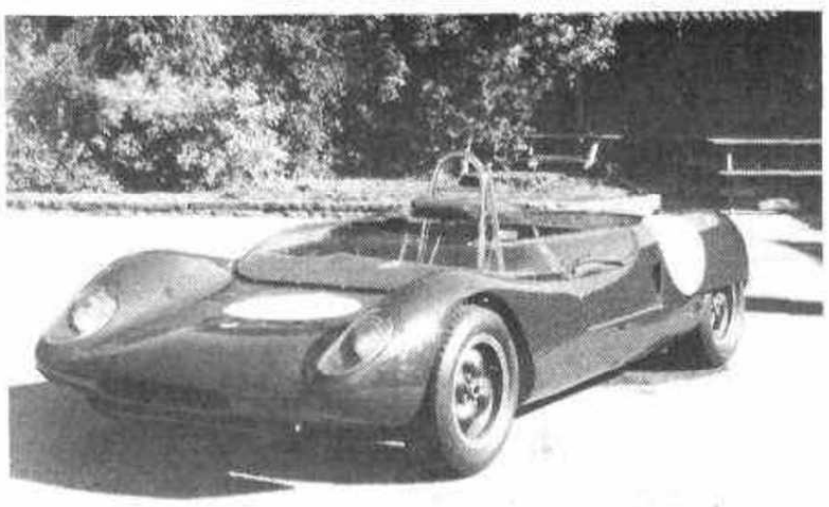
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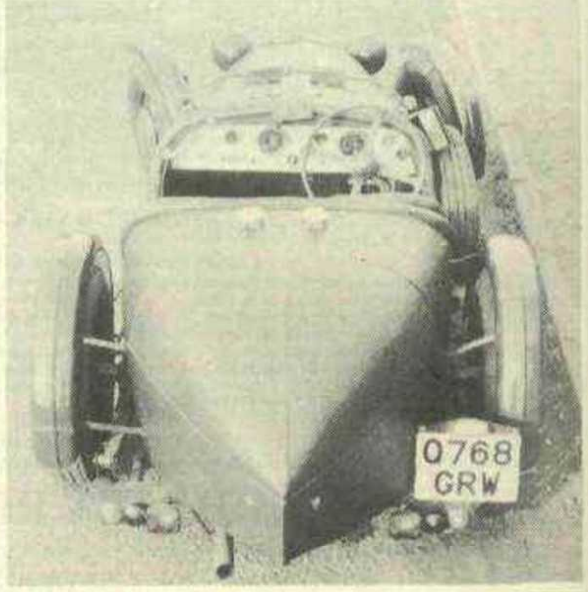
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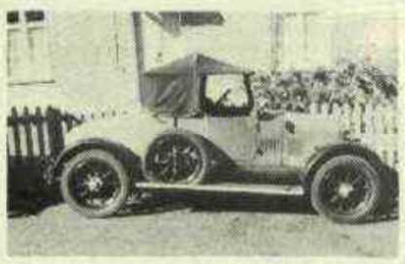
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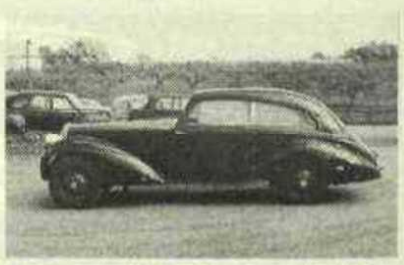
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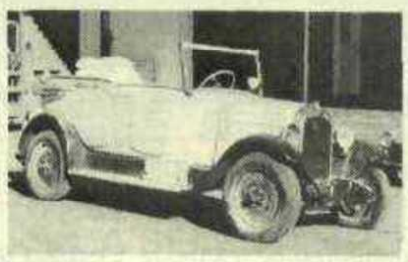
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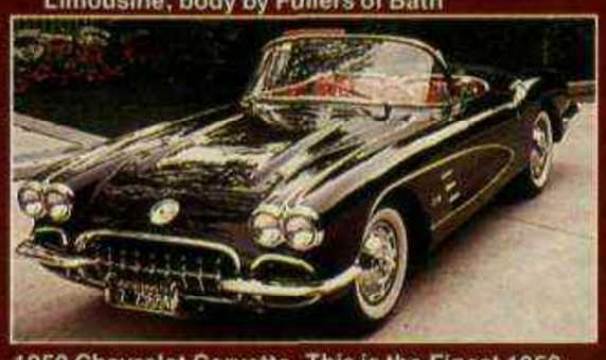
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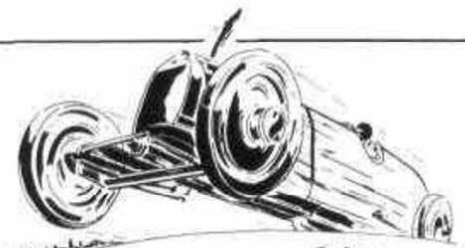

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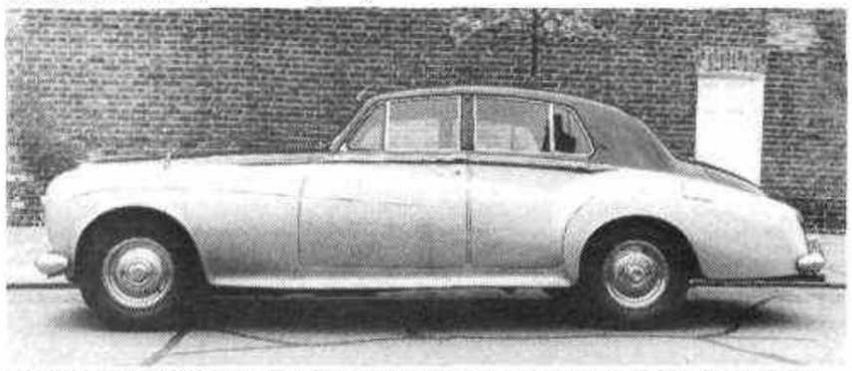
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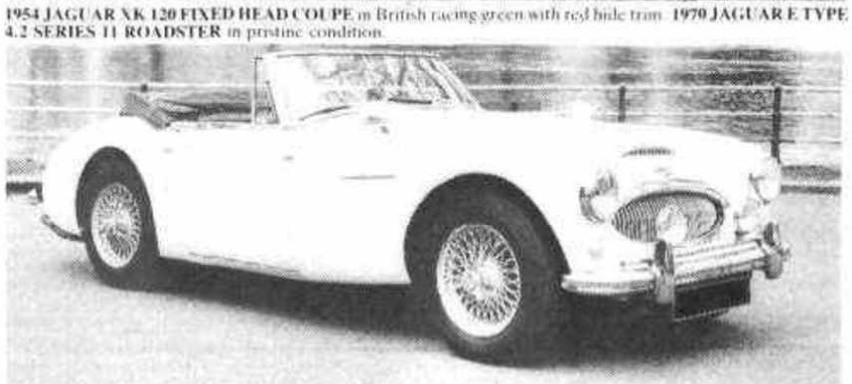
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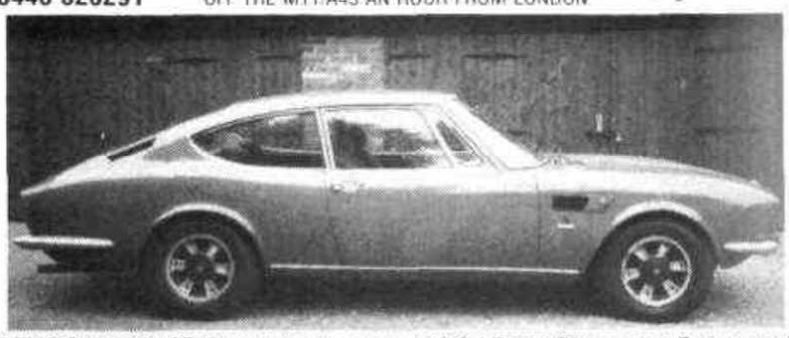
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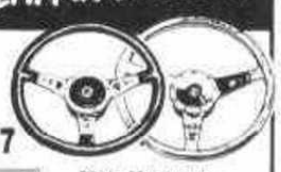
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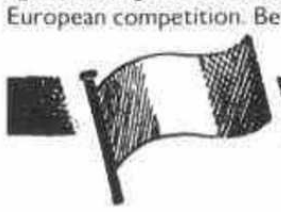
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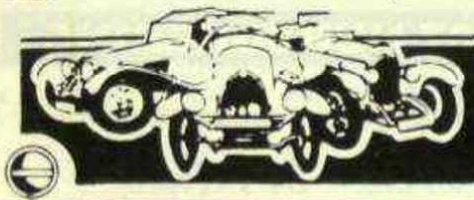
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The superb classic styling of this Park-Ward bodied power-operated convertible, makes this a rare and very sought after motor car.

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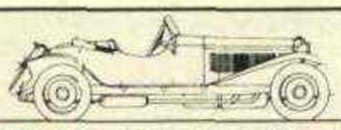


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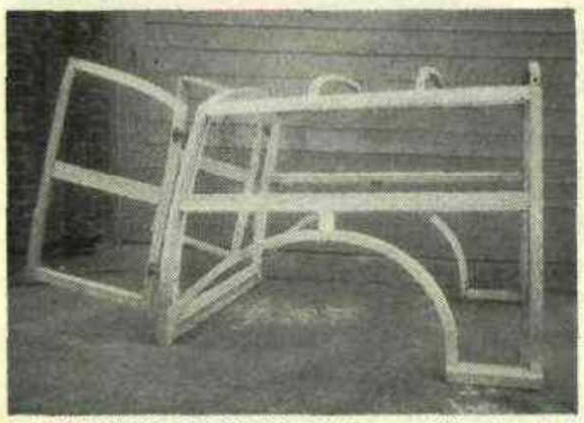
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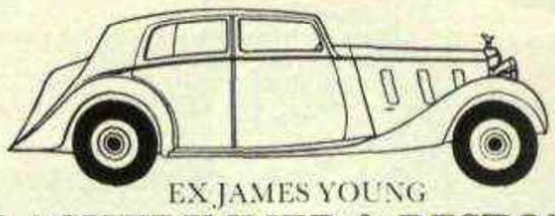


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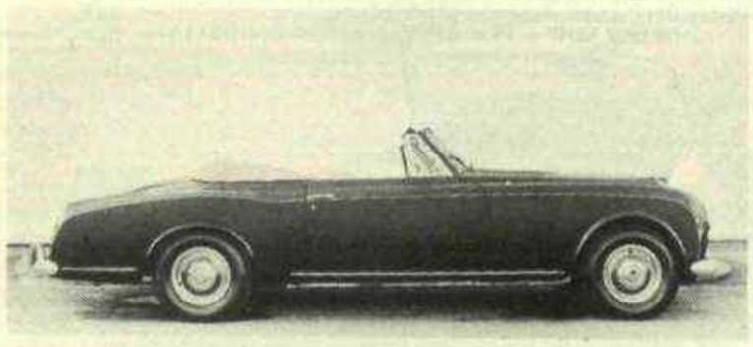
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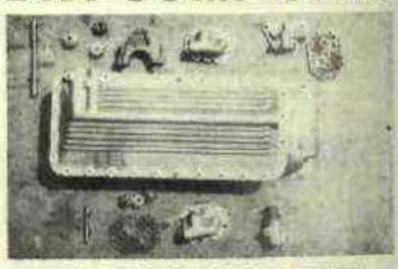
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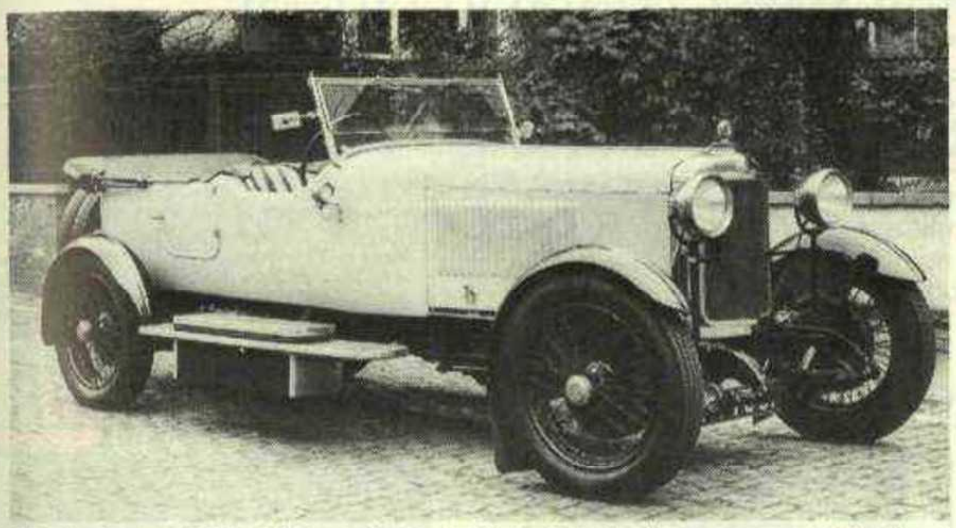
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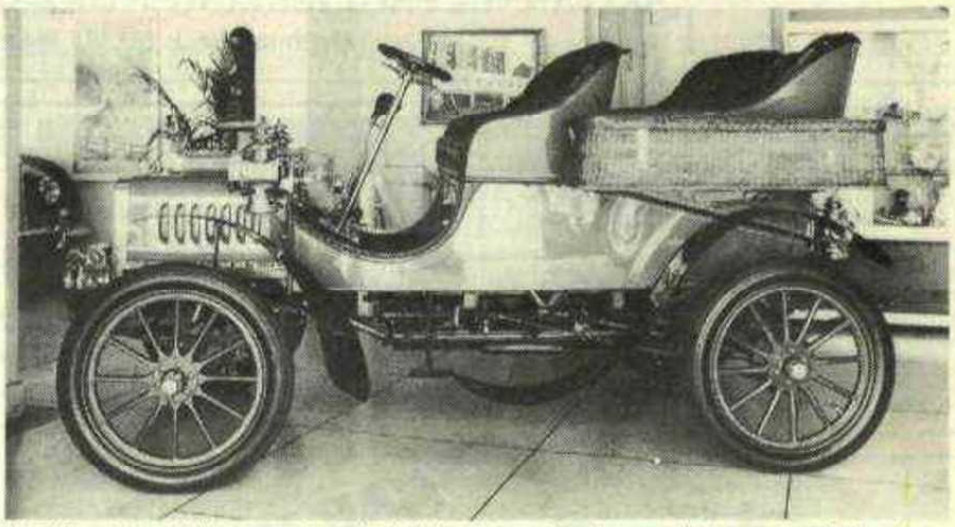
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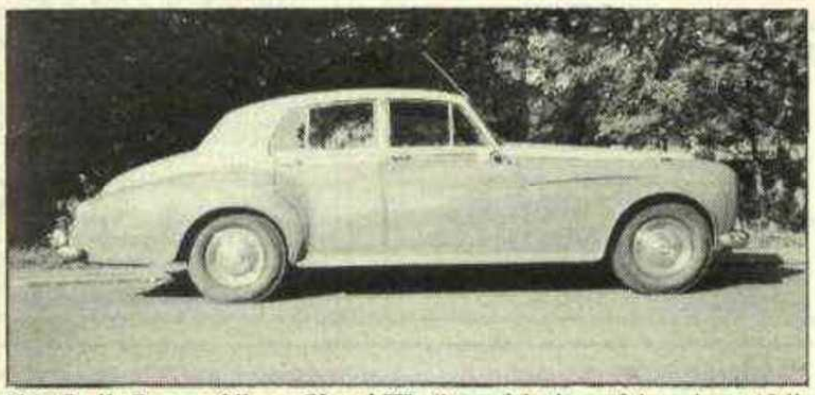
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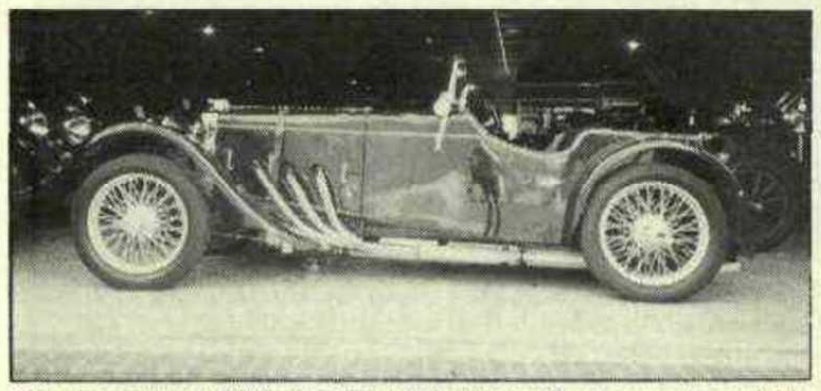
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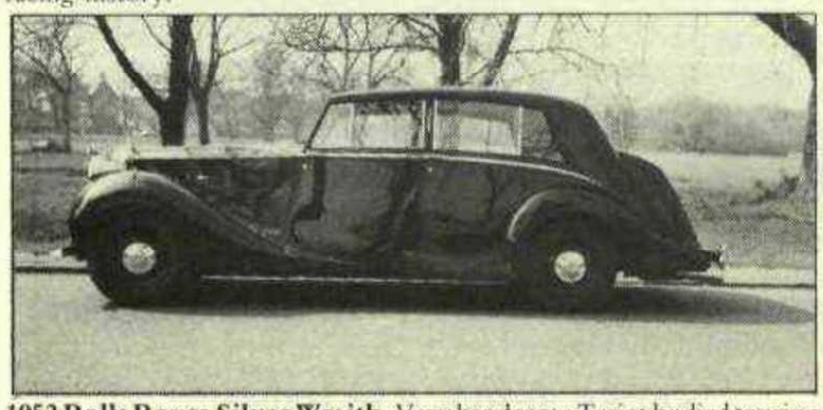
1964 Rolls Royce Silver Cloud III. One of the last of these beautifully proportioned cars, elegantly finished in shell over Tudor grey and upholstered in tan hide.



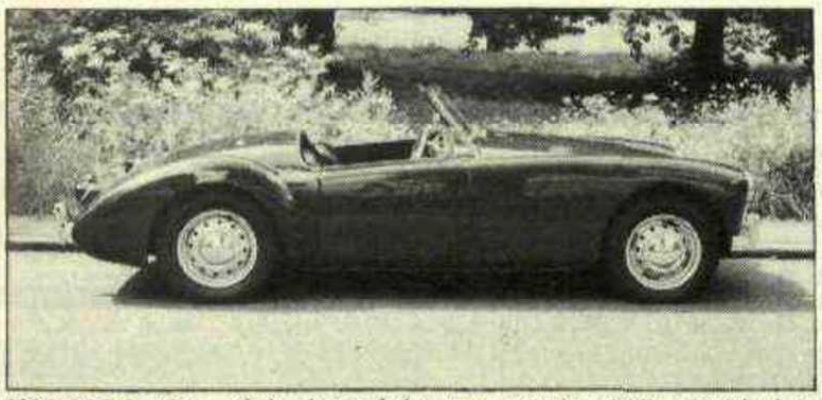
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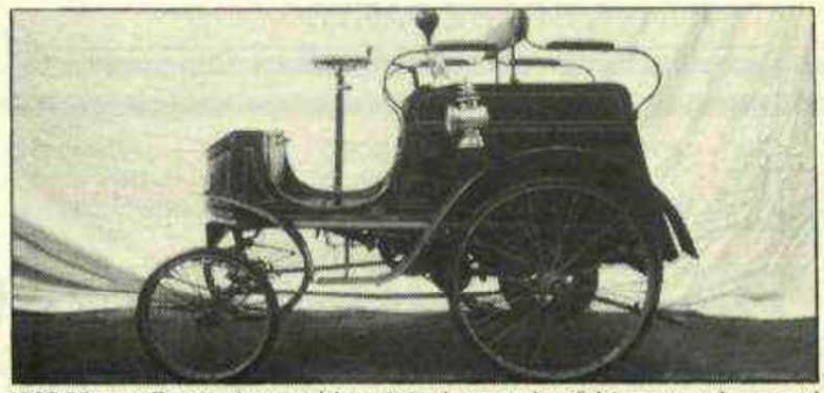
1965 Aston Martin DB5. Finished in metallic blue and upholstered in tan hide with c.w.w.



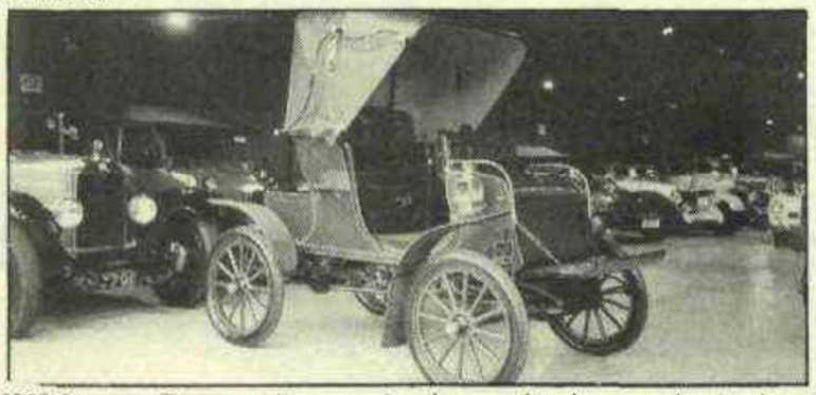
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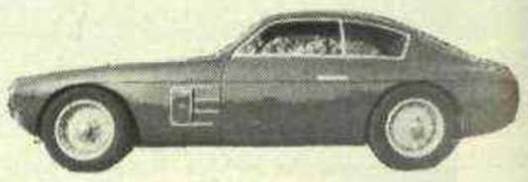
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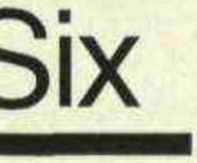
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